

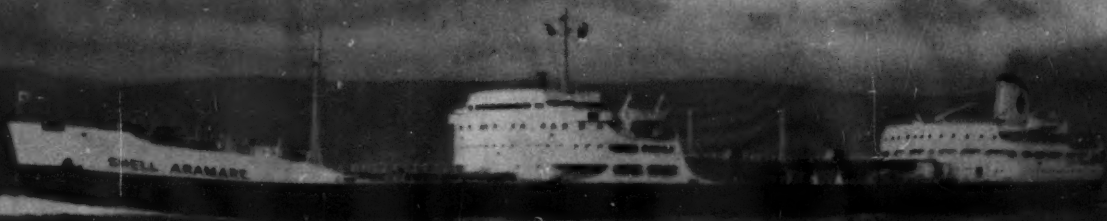
The SHIPPING WORLD



VOL. 145 No. 3561

8 NOVEMBER 1961

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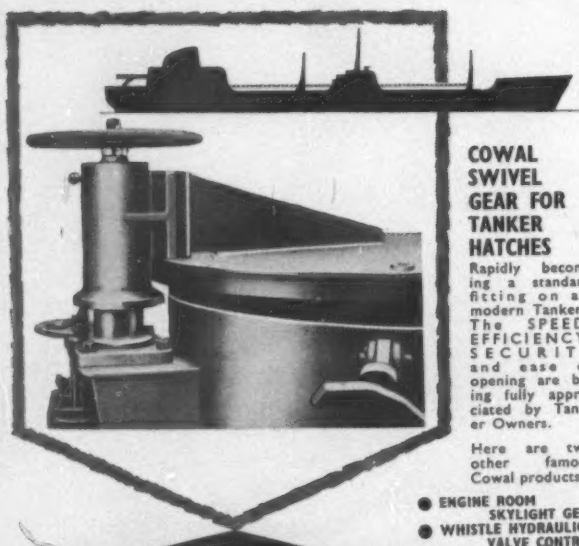
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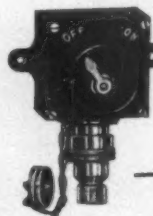
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THE SHIP IN ART

Spring Festival on the River

Detail from a painted scroll of the Ming Dynasty, A.D. 1368—1644

Unlike European painting, the format of which has derived mainly from its architectural setting, much of the greatest Chinese art takes the form of silk scrolls which are not intended to be hung but were stored in cylinders to be taken like books from the shelf and unrolled before the spectator. These scrolls were often of considerable length and the *Spring Festival on the River* is 33 feet long.

In an extraordinarily complete picture of Chinese medieval life the artist here tells the story of the whole festival holiday, from dawn till dusk.

Junks and sampans virtually identical in design with those shown in this excerpt can still be seen today in modern China.



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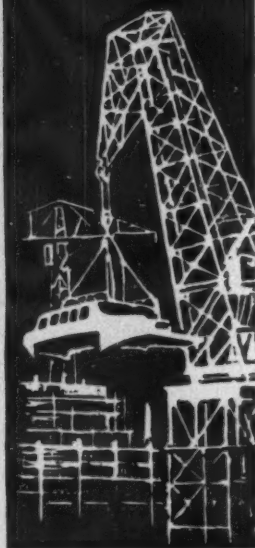


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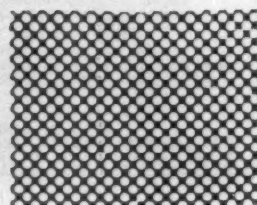
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Chairman of The Shipping World Ltd: F. D. H. BREMNER

Editor: PETER DUFF

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Advertisement Manager: W. MURRAY

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Offices: 127 Cheapside, London EC2

Telephone: Monarch 2801

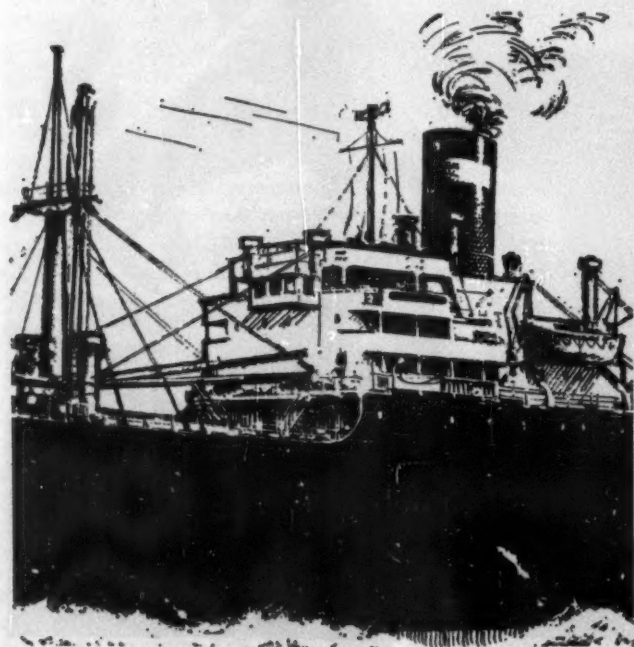
Telegrams: Shipping World, London

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MARINE REACTOR STUDIES

THE OPENING article in the current issue of *100 A1*, which is published by Lloyd's Register of Shipping, is by the Society's chief engineer surveyor, Mr H. N. Pemberton. It is a survey of the current state of development of reactors for merchant ships in the various countries of the world. Two facts stand out. The first is that a very considerable number of design studies are being or have been made. The second is that very few of these look as though they will lead to the construction of nuclear ships. When the article was written, the *Lenin* and the *Savannah* were the only two nuclear-powered merchant ships in existence or planned. Since then there has been the announcement that a German nuclear ship is to be built.

A table accompanying Mr Pemberton's article shows that there are no less than 12 countries sufficiently interested in nuclear power for ships to engage in design studies, several of them with more than one type under consideration. The United Kingdom has the largest number of types listed, five in all. The pressurised water reactor—the only one at sea at the present time—features nine times on the list, and its variant the boiling water reactor six times. But British experience has proved fairly conclusively that all of this work must be considered as being aimed a long way ahead. After describing the stages leading to the inviting of tenders for a nuclear tanker by the Ministry of Transport, Mr Pemberton goes on: "The result of this practical exercise confirmed beyond all possible doubt that none of the reactor designs at present in an advanced state of development showed any prospect of becoming economically competitive with conventional marine

machinery. In the light of this fact it becomes debatable whether there is any incentive to proceed with the building of a costly and completely uneconomic nuclear ship. Instead, it seems reasonable that financial and scientific resources should be applied to the research effort required to develop a more promising type of reactor system."

This conclusion would seem to be supported by Euratom, which is backing three research studies in Italy, Holland and Germany which are essentially of a long-term nature, although it is also supporting a design study for an organic liquid moderated reactor in Germany. However the organisation in Germany responsible for the design study (Gesellschaft für Kernenergieverwertung in Schiffbau und Schifffahrt), which is backed by the Federal Government as well as by private industrial concerns, has announced plans to build a nuclear-powered bulk carrier of 15,000 dwt which is to be completed by next year. The reactor will in the first place be an organic liquid moderated reactor of a type developed by the German firm Interatom, which is partly owned by an American company, though it is intended to fit other reactors later. If this ship materialises—and the date of completion, if nothing else, seems a little problematical—it will be the first nuclear ship outside the U.S.A. and the U.S.S.R. In the meantime, while the *Savannah* proceeds cautiously towards her entry into service, the United States Navy continues to add to its growing fleet of nuclear-powered vessels. The latest and largest accession is the aircraft carrier *Enterprise*, the world's first nuclear aircraft carrier, which is powered by eight reactors.

Current Events

Insurance and the Common Market

BRITISH insurance companies and Lloyd's underwriters have a close interest in Britain's application to join the Common Market. One point is the wide divergency of insurance control laws which exist today in the "Six" and the characteristic "freedom" which is accorded to insurance undertakings in Britain by the Insurance Companies Acts and Companies Acts. Many British insurance companies have strong European connections which were first instituted at the beginning of the 19th century and branches or agencies are maintained in many of the principal European insurance markets. There are also innumerable links by way of reinsurance agreements. Most of the present members of the European Economic Com-

munity have, of course, existing regulations and insurance legislation which restrict the flow of domestic business to insurance markets abroad and if the United Kingdom is admitted to the Common Market it is in this field perhaps that the British insurance market as a whole may make some progress with business which has hitherto not been available to them. As a strong competitive market with wholly adequate resources, both financial and technical, British insurance companies and Lloyd's are extremely well equipped to take their part in whatever business is available. One of the important considerations is, of course, that entry into the Common Market would not allow the transaction of insurance business in the British market by insurance organisations from abroad

which may lack the exacting standards of financial security to which the British public are accustomed. In marine insurance the problems of association with the Common Market are diverse. British shipowners may well find that some Continental markets can offer more competitive terms than the British market in certain types of business. That is as it should be. It would serve to stimulate and extend experience. Over recent years a number of Greek shipowners have found markets for marine insurance business outside London where their business was traditionally placed, and, undoubtedly, this has operated to their advantage.

Coasting Tramp Freight Rates

BRITISH coasting tramp shipping freight rates are to remain unaltered in spite of increased operating costs. This has been announced by the Coasting & Home Trade Tramp Section of the Chamber of Shipping of the United Kingdom, which has advised regular users of coastal shipping that the existing charges, agreed a year ago and, in the main, due for revision at the end of October, are to continue in operation for a further twelve months. It has been pointed out to charterers that the increase in officers' and seamen's pay in the autumn of last year, with further increased crew costs since June of this year, resulting from changes in officers' and seamen's conditions of service, coupled with increases in other items of ship operating costs, have added substantially to the expenses of operating coastal shipping, particularly for the smaller vessels. The need has been stressed for the continued close cooperation of charterers in effecting the quickest possible turnaround of ships, so as to minimise to some extent the effect of the higher cost of ship operation.

Sahara Gas for Britain

By 1965 something like 10 per cent of Britain's town gas supply will be composed of methane shipped from the Sahara in two large liquefied petroleum gas carriers, orders for which are shortly to be signed with Vickers-Armstrongs and Harland & Wolff, at Barrow and Belfast respectively, at a cost of £7,000,000 or more. Each L.P.G. carrier will have a capacity of about 12,000 tons of liquid methane at a temperature of minus 258 deg F, at which temperature the methane occupies only 1/600th of its original volume. Owing to the specific gravity of the cargo (0.45 compared to water) the dimensions of the vessels will be similar to those of a conventional tanker of about 28,000 dwt, with an overall length of about 610ft and a beam of 80ft. They will have a service speed of 17½ knots, thus enabling them to bring a cargo every five days (except during overhaul and survey) from the new liquefaction plant at Arzew, near Oran, to a new discharging and storage terminal at Canvey Island in the River Thames. Thence the regasified methane will be distributed to certain area Gas Boards through a new steel main extending from London and Reading to Chester and Sheffield. This project follows the successful joint experiments of the Gas Council and Conch International Methane Ltd with the converted tanker *Methane Pioneer* in 1959. Conch International, it will be recalled, is made up as to 40 per cent of the Royal Dutch Shell group, 40 per cent Continental Oil Company and 20 per cent Union Stock Yard & Transit Co of Chicago. British Methane Ltd (owned half by the Gas Council and half by Conch International) will be responsible for the transportation, chartering the L.P.G. carriers on a long-term basis (probably 15 years) from two separate owning companies—one a United Kingdom subsidiary of Conch International, the other Methane Tanker Finance Co (Houlder Bros Ltd). The Gas Council estimates that

the eventual annual saving in the consumption of other fuels will be about 800,000 tons of coal and over 400,000 tons of oil.

Polish Shipbuilding

ALTHOUGH its output is at present absorbed largely by countries of the Soviet bloc, it is becoming increasingly clear that Polish shipbuilding is growing into an industry to be reckoned with internationally. An article in *100 A1* (the bulletin published by Lloyd's Register and referred to in the leading article above) points out that already the industry ranks in production among the top 10. It is also complimentary about the standard of production, with all-welded ships being built by modern prefabricating methods. There are now four major shipyards in Poland, and Lloyd's Register needs to maintain 13 surveyors in the country. The largest of the yards is at Gdansk: it employs about 12,000 workers, and in terms of labour force is thus one of the largest in the world. So far the industry has not built anything very large. Its largest ships to date are two tankers of 19,000 dwt each, building for Russia and classed by Lloyd's Register. However this position will be altered when the new building dock at Gdynia, now under construction, is completed, as this will accommodate tankers of up to 65,000 dwt. The layout of this dock and its associated fabrication facilities were described last week in one of the papers read at the Symposium on Welding in Shipbuilding, and abstracts of this paper appear on a later page. A large part of the tonnage constructed in Polish yards is for export, the figure for 1960 being about 168,000 tons gross out of a total output of 227,000 tons gross. Much of this is no doubt for Russian account, but exports have also been made to such countries as Indonesia, Egypt, Brazil and France.

"Parthia's" Future Role

THE New Zealand Shipping Company has completed the purchase of the Cunard liner *Parthia* which, renamed *Remuera*, will sail from London on 1 June 1962 on her maiden voyage in their service to New Zealand via Curacao, Panama and Tahiti. *Remuera*, which formerly carried 250 first-class passengers, is being adapted by Alexander Stephen & Sons, Linthouse, to carry 350 passengers in one class. Fares will range from £155 in a six-berth cabin to £260 for a single-berth cabin with private shower. To accommodate the additional number of passengers, it will be necessary to enlarge the dining saloon and extend the catering facilities; also the longer voyage to New Zealand requires the provision rooms to be enlarged. New crew accommodation will also have to be built to cater for the increased number of passengers. The promenade deck is being extended to allow for extra recreational facilities and a swimming pool is being provided. A new smoking room and a nursery will be built. In view of the additional number of passengers, new lifeboats and safety equipment will be supplied. In the *Parthia* the only air-conditioned spaces were the public rooms, but the ship is to be air-conditioned throughout. Stabilisers are already fitted. Major modifications will be carried out to enlarge the oil and fresh water capacities. With the coming into service of the *Remuera*, the old *Rangitara* and *Rangitiki* will be withdrawn.

Bills of Lading as Evidence

THE VALUE of the bill of lading as evidence of the shipment of goods was made clear by the Judicial Committee of the Privy Council when it heard the appeal of the Attorney-General of Ceylon against a decision of the Supreme Court of Ceylon. The case concerned liability arising out of the short delivery of 235 bags of rice shipped

from Rangoon to Colombo. The bills of lading called for 100,652 bags and it was acknowledged that the onus of proving that this quantity was actually shipped was upon the claimant, who sought to rely solely upon the evidence of the clean bills of lading that had been issued. The owners of the vessel submitted that the claimants should be put to the proof that the number of bags acknowledged by the bill of lading was actually received on board. In allowing the appeal, their Lordships expressed the view that although the claimant had called no evidence from the port of shipment to prove the number of bags actually shipped on board the vessel, the bills of lading formed strong *prima facie* evidence that the ship had in fact received the stated number of bags. Unless the shipowners could show that a lesser number of bags than that acknowledged by the bills of lading had been shipped, then they were under an obligation to deliver the full number of bags described in the bills of lading. It is, of course, generally recognised that bills of lading are *prima facie* evidence of the shipment of goods, but this case (*The Attorney-General of Ceylon v The Scindia Steam Navigation Company Ltd*) seems to indicate that to escape liability for loss the shipowner must needs be put to the proof that the bill of lading cannot be regarded as evidence of the shipped quantity.

Keeping Alien Seamen on Board

MASTERS and agents of vessels calling at ports of the United States are often faced with the problem of having on board an alien seaman who is refused a conditional landing permit. In one such case recently reported, the agents of the vessel were fined a matter of some \$1,000 for failure to detain such a man on board the vessel. According to the man's own story he went ashore at 9 p.m. one evening but found the vessel had sailed on his return to the dock in the early hours of the following morning. However the master said that he had arranged for a continuous watch from among the crew, giving explicit instructions that the man was to be kept on board, and that he left the vessel while all other members of the crew were occupied with their duties at sailing time. An appeal was lodged asking for remission of the fine, but it was suggested that the vessel should have hired professional guards to keep the man on board the vessel. Owners will no doubt be glad to learn that the Board of Immigration appeals did not subscribe to this view; but they did, however, give some guidance as to what steps the master and/or agents of the vessel should take, namely holding his papers, confining him to quarters, constantly check his presence on board, turning his papers over to the immigration authorities, and various other measures. The plea for remission was allowed only to the extent of \$200, but the importance of the matter is that the authorities were not supported in their suggestion that professional guards should be employed.

If they had succeeded, owners of vessels trading to ports of the United States might well have been faced with considerable extra expense.

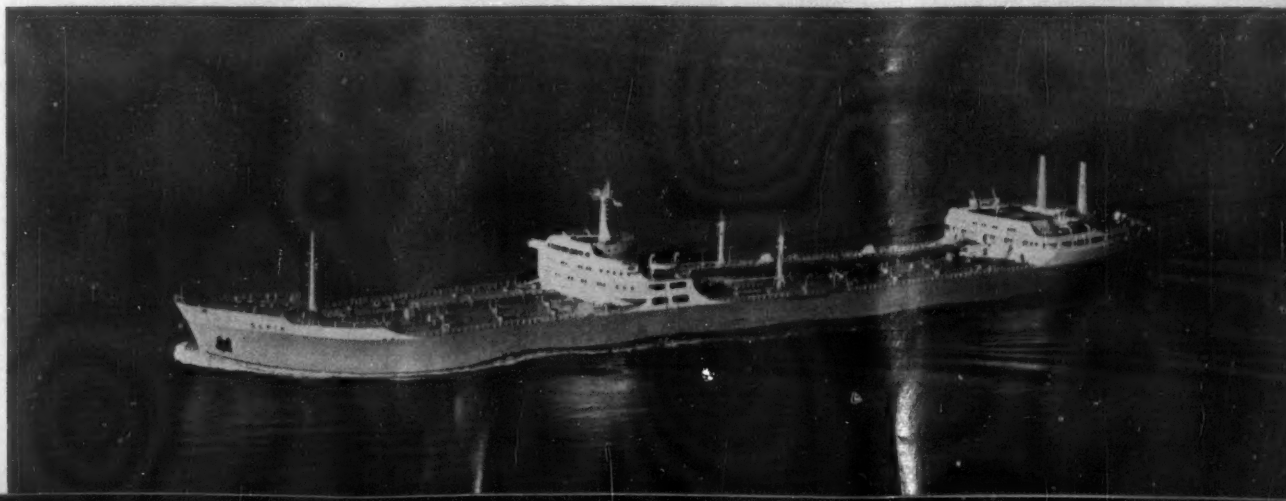
Oil and Water Separation

THE FIRM of Pfaudler Permutit, Inc., of Rochester, N.Y., has been granted a contract for research into and development of a shipboard oil and water separation system by the U.S. Maritime Administration at an estimated cost of \$53,220. The first phase of this two-phase programme will consist of laboratory investigations of oil-water mixture characteristics and separation techniques to establish a basis for detailed system development. The second phase is the construction and test operation of the ultimate system. The features to be developed under this programme will include safe, simple and automatic separation equipment which will discharge ballast water from a ship with an oil content of less than 50 parts per million. The system will be capable of separating residual fuels having a specific gravity range of from 0.95 to 1.00 (plus) mixed in either fresh or salt water in any ratio of oil to water. The problems attributable to oil pollution are natural seepage, seepage from sunken ships, ships in collision, and ships discharging bilges or ballast water from tanks containing oil. It is primarily in this latter area that the United States, through this research and development programme, will endeavour to find and develop practicable and workable solutions.

Cargo Damage through Faulty Navigation

UNDER the provisions of the Hague Rules the carrier of goods by sea is granted immunity from liability in respect of damage to goods caused by an act of negligence in the navigation or the management of the ship. At the same time the carrier must accept responsibility for damage arising out of negligence in the care of the cargo; and the question of responsibility for damage to cargo due to restricted ventilation, brought about by a decision of a master to sail through the centre of a storm and not round it, presented a dubious question as to whether liability in respect of the consequent damage to the cargo rested with the shipowner or not. The United States Court of Appeal decided this question in the case of *Hershey Chocolate Corp. v S.S. "Mars,"* recently reported, and decided that the proximate cause of the damage was due to a fault in the navigation of the vessel. It therefore ruled that the carrier could not be held responsible for the damage to the cargo of cocoa beans.

An interesting trials view of the new 67,120-dwt tanker "Sepia", which was built by Cammell Laird & Co (Shipbuilders & Engineers) Ltd for Shell Tankers N.V., Rotterdam



ON THE "BALTIC"

THE STABILITY OF CERTAIN FREIGHT RATES

By BALTRADER

UNLIKE the oil trades where "scale minus 40 per cent" or "U.S.M.C. minus 70 per cent" serve at least as a reminder of days when the requirements of war made standard freight rates a necessity, the dry-cargo tramp trades have long ago dropped all reference to scheduled or scale rates. It means, of course, that in theory there is nothing whatsoever to stop freight rates from rising and falling in sympathy with the slightest day-to-day variations in the supply and demand of tonnage and cargoes, but in practice charterers with big programmes often choose to set a steady rate which they feel will draw a regular supply of ships. A good example of this is the U.S. Gulf/U.S.N.H. to Japan scrap rate, which must have set quite a record for a free market by remaining steady at \$103,500 from May to November 1960, and again for the past three months has been held at \$140,000, no more no less. It is obvious that on both occasions the charterers concerned could have exerted more pressure and secured cheaper tonnage from time to time but they preferred to encourage a steady flow of ships and, incidentally, by setting a reasonably generous level they avoided having to pay more to more difficult owners.

In the example just given the bulk of the tonnage taken was of Liberty type and the lumpsum figures mentioned were for this particular class of vessel. However, freight rates often show little change for long periods in other trades where the charterers are not particularly concerned about the size, class, speed or even age of the ships fixed, so long as they secure a continuous supply of tonnage and reasonable rate stability. It means, of course, that from the shipowner's point of view there must be a wide variation in the profit margins if the economical and the uneconomical vessels, the Norwegian and the Greek, the big and the small, the fast and the slow are running side by side with similar cargoes at identical or almost identical rates.

It is not, of course, only the ships in the tramp trades which vary so enormously in type and performance, but also the owners. Some shipowners are temperamental and others are not; some prefer time charter while others will only consider voyage business; some fix ahead and others normally run their ships prompt before fixing; and yet out of this welter of nationalities and personalities we somehow obtain a market which is generally fairly stable and occasionally becomes even predictable.

Trans-Atlantic Trades

Again last week owners were finding that ships in European waters no longer had the scarcity value which was such a feature throughout the past summer, when a large proportion of the world's tramp tonnage was locked up in the Far East. There was, of course, business to be had, but there were no premiums and a number of good class ships becoming available in the U.K. and on the near Continent were being run more prompt than their owners would have liked. Most owners with grain-fitted ships preferred the idea of keeping in the trans-Atlantic trades at relatively modest profits rather than taking a much higher return for a short voyage out to the Far East, where they would face an uncertain future. However, the trans-Atlantic grain trades have produced few fireworks lately and with a general scarcity of orders and an ample supply of tonnage it is rather surprising that rates have remained as steady as they have. The probable reason is the fact that charterers have been tending to

issue new orders one at a time, only releasing a fresh one when the previous cargo had been covered, and also a number of recent cargoes have required rather close dates and restricted sizes. Chinese timecharterers have taken a number of grain-fitted vessels recently for trips out from the Continent to China with the intention of loading barley cargoes from France, and the same charterers have been showing an increasing interest in taking ships on this side of the world for period timecharters. Russian timecharterers appear to be less interested in tonnage, although their recent chartering has been so discreet that only a seismograph could detect their activity.

The Freight Markets

There was little change in the general state of the markets last week but in the North Atlantic grain trades charterers were indicating slightly lower rates. Several November vessels were fixed with wheat from the St Lawrence to Germany at \$6.65 gross discharge, and the tanker *Athelduke* takes heavy grain from the St Lawrence to Poland at \$5.60 f.i.o., November 10/December 5. Other trans-Atlantic fixtures included the *Holmside* with 6,000 tons of heavy grain from Toledo to London or Avonmouth at 81s, option Glasgow at 83s 6d, Mersey/Belfast at 86s, November 15/22, and the *Crystal Cube* with a similar cargo from Baltimore or Philadelphia to London at 50s, option Avonmouth at 51s 3d, Belfast/Glasgow at 52s 6d, Mersey at 53s 9d, Manchester at 57s 6d, November 29/December 15. Tanker fixtures included the *Morgenen* with 17,000 tons of heavy grain from the U.S. Gulf to Antwerp, Rotterdam or Amsterdam at \$5 f.i.o. for December. Eastwards, a November/December vessel was fixed with heavy grain from the U.S. Gulf to Japan at the lower rate of \$11.35 free discharge.

There was little activity in the Hampton Roads coal trades but fixtures included *Mar Tirreno* to West Italy at \$4.50 free discharge, consecutive voyages from January through to July, and the *Pontos* was reported fixed with coal from Hampton Roads to Montevideo at \$8.50, November 6/15. On the South African market the *La Laguna* was taken for kaffir corn from Durban to London or Avonmouth at 64s 6d with other discharging option including London and one port Antwerp/Hamburg range at 65s 9d, December 1/24.

The North Pacific grain market was active and a feature was the fixing of a number of ships with wheat to Pakistan. These included *Pegasus* to Karachi at \$9 free discharge, November 15/30. Other fixtures included *Castor* with wheat from the U.S. North Pacific to Weser/Hamburg range at \$6.75 free discharge, option barley at \$7, November 15/28. There was little activity on the Australian market but fixtures included *Kookaburra* with bulk wheat ex silo from West Australia to the U.K. at 75s, option Antwerp/Hamburg range discharge at 70s, Eastern States Australia loading at 10s extra, January 29/March 5.

Timecharter fixtures included *Irish Sycamore* (ms), 14,950 dwt, 691,560 cu ft bale, 14 knots on 19 tons fuel oil plus 1¼ tons diesel, delivery sailing from Germany, redelivery China, trip out at 27s 6d per ton, November 17/December 15. Also *Marina G. Parodi*, 10,874 dwt, 499,000 cu ft bale, 10/10½ knots on 26 tons fuel oil, \$26,750 per month, delivery U.S. North of Hatteras, redelivery U.S./U.K./Continent, 12/15 months trading, December/January.

Extension for Polish Shipyard*

NEW DOCK IN GDYNIA FOR BUILDING WELDED SHIPS

By J. Z. Zydowo and J. Gorski

THE steadily increasing demand for new tonnage during recent years made it clear that the existing production possibilities of Polish shipyards would not be sufficient to satisfy future demand; in fact, their essential development should have been given consideration some years ago.

In these circumstances, it had to be decided where a new shipyard should be located, or which existing yard should be extended and what processing methods should be adopted. As the result of a thorough and detailed investigation an extension scheme for the Gdynia Shipyard was submitted and has been accepted.

The Gdynia Shipyard is readily accessible from the sea through the main port entrance, there is a proper site at its disposal, and it has a sufficiently long and well equipped outfitting quay to enable the yard to fit out several large ships simultaneously. Up to now the Gdynia Shipyard's activity was confined to small ships only, such as fishing vessels, coasters, and tugs. It was still to be decided which hull building methods should be chosen and what facilities should be provided for building the hulls. They should be the most modern so as to allow a reduction of overall costs, and place the yard in a good competitive position. Many and various conceptions were given consideration, but without going into details the two principal ideas can be mentioned:

- (a) A design for the building of semi-dry dock slipways
- (b) A design for the building of a dry dock.

It was clear that all the facilities should be suitable for building all-welded ships only, in compliance with the processing method that was adopted by the Polish shipbuilding yards a few years ago. According to the procedure it is only for a few connections that riveting is applied, i.e. for the connection of the bilge strake to the hull and of the main deck to the shell plating.

After detailed considerations the scheme for the dry

dock was chosen because it seemed to be the most advantageous.

An artist's impression of the dock is shown in Fig 1, and the layout is illustrated in Fig 2.

Steel plates and sections are transported by travelling cranes and conveyor from the steel store to the platers' shop. On their way all the plates pass through a descaling machine and straightening rolls. The plates undergo either optical lofting or are cut in automatic machines controlled by photo-electric cells. The Gdynia Shipyard has no conventional mouldloft floor.

Most of the operations in the platers' shop as well as internal transport are carried out automatically as far as possible. The shop is divided into specialised bays for elements which require the same kind of treatment. That is why a high degree of automation may be applied and a high annual index of steel turnover per square metre of the shop can be attained.

Large Amount of Prefabrication

Between the platers' and prefabrication shops there are marshalling stores where the treated materials may be completed according to the production schedule. The prefabrication shop as well as the area lying between it and the dry dock have been designed so as to enable the latter, which is the principal building and launching area, to be used at the highest efficiency. Therefore it has been assumed that a great part of the assembly and welding processes will be carried out in the prefabrication shop and on the building area behind it.

If the total time expended on steel structural work is assumed to be 100 per cent, with the steel fabrication included, the work carried out in the prefabrication shop and on the building area will amount to 65-70 per cent according to the type of ship. Such a high degree of assembly and welding work done outside the dock can

* Abstracts of a paper read last week at the symposium on Welding in Shipbuilding. The authors are managing engineers at the Gdynia Shipyard.

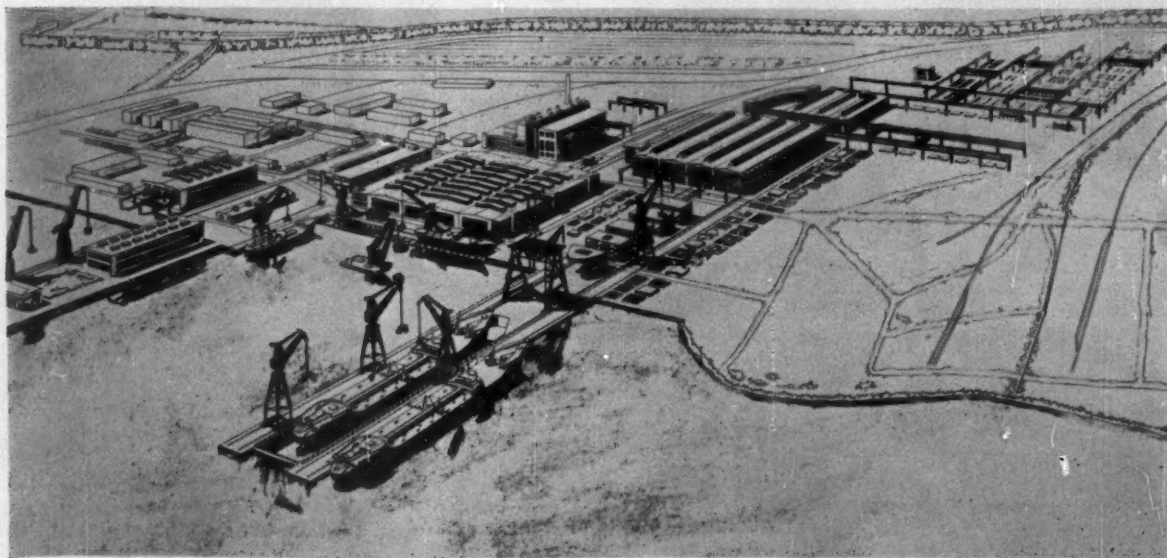
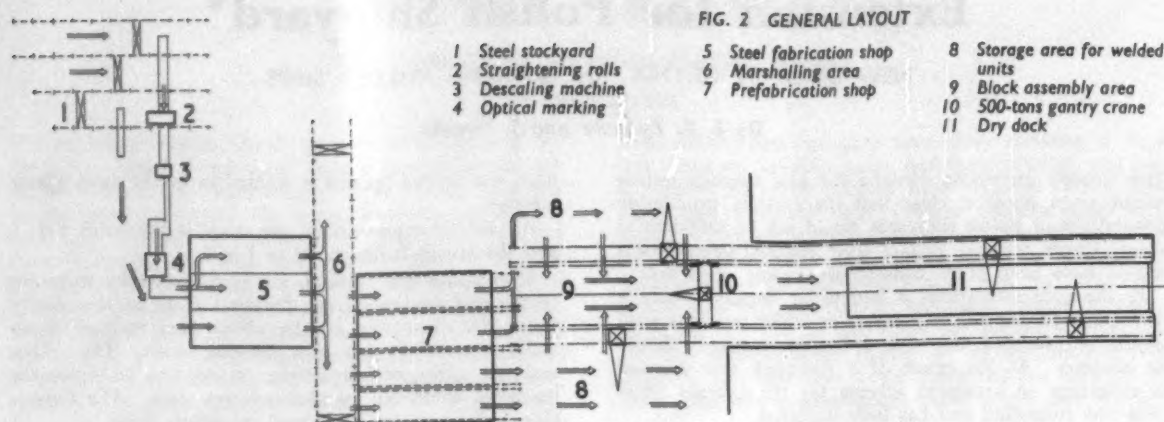


FIG 1.—Artist's impression of the new Gdynia building dock



be attained because of the completely welded construction of the ships to be built.

This range of assembly work has been allotted to the prefabrication shop and the building area in such a way that the assembly on the building area will be a continuation of the shop prefabrication operations. The plates and sections that have been treated in the platers' shop and put together on the marshalling ground are transported on special carriages to the prefabrication shop, where all the units that form the ship's hull are assembled and welded. Flat units are prefabricated and provided with stiffening members on special stands. Side plating units are assembled and welded on special universal beds, comprising several supports, the heights of which may be adjusted to fit the shape of the unit. The application of such universal beds allows for the area of the prefabrication shop to be utilised to the highest degree because as soon as one unit is completed work can commence on the next after a suitable change of the bed shape.

On completion, the units are transported to storage areas where they await further assembly. To use the specialised stands in the prefabrication shop to the utmost extent as well as to supply the most suitable number of units to the assembly grounds, it has been found advisable to design the unit storage areas at the building area to be of such sizes as to provide for a four weeks' reserve of units.

The assembly of blocks made on the building area covers about 30 per cent of the whole time expended on building the hull structure. The blocks cover the total or half the total breadth of the ship according to the ship's size.

Cranes

The prefabrication shop and the assembly area have been designed so as to deal with the most suitable weights of units and blocks. That is why special consideration has been given to provide these areas with suitable cranes. As a result of calculations it has been determined that the weight of units and blocks for the largest ships should not exceed 80 tons and 500 tons respectively. The problem of transporting such large weights was thoroughly investigated, resulting in the provision of overhead travelling cranes in the prefabrication shop operating at two levels. Cranes of 10-tons capacity operating at the lower level are designed to assist in the assembly operations and at the higher level there are cranes of 40-80 tons capacity for transporting complete units. To facilitate the transport operations as far as possible the heavy crane tracks have been led outside the prefabrication shop. The block assembly area has been provided with cranes of 80 tons capacity.

Thus, the units are taken out of the shop by the heavy overhead travelling cranes, then taken over by the 80-tons cranes and transported directly to the block assembly area, or to the storage yards adjacent to the assembly areas within reach of the cranes.

Completed blocks are taken from the assembly area directly to the dry dock, where they are welded together. Transport is by a special gantry crane covering both the assembly area and the dry dock. It is designed to lift loads of up to 500 tons by means of two 250 tons lifting hooks, each operated by its own hoisting gear. The gantry crane runs on its own tracks, which allows it to pass by the 80 tons cranes.

Summary and Conclusions

The chosen scheme for building welded ships seems to be the most advantageous for the following reasons:

- (1) The available site is utilised to the utmost extent. It means that the applied method of building welded hulls ensures the maximum possible annual output on that site. It is the applied block method that makes it possible to shorten considerably the assembly period in the dock. With the former sectional method of hull assembly the time expended on the slipway amounted to 45-50 per cent of the total time for building the hull; with the hull assembly of blocks it will amount only to 16-20 per cent.
- (2) The assumed method allows for the commercial building of large ships one by one as well as of a few smaller ships simultaneously. This gives a great elasticity in determining the shipyard's programmes.
- (3) The building of hulls on the prefabrication area and in the dock allows the use of cranes of a large hoisting capacity. The proposed gantry travelling crane has a capacity of 500 tons, whereas the normal luffing cranes with a suitable acting radius rarely exceeds 80 tons capacity. It would be very difficult to use a similar gantry crane at a normal slipway because the hoisting height would then have to be about 90m.
- (4) It is more convenient to build the hull, or a block, on horizontal ground or in the dock than on an inclined slipway.
- (5) It is considerably easier to launch a ship in the dock than from a slipway and the costs involved are much lower.
- (6) One dock in the system described is equivalent to at least two slipways as far as output is concerned, and therefore the capital cost of one dock is more favourable.
- (7) The dock also provides the possibility of carrying out repairs.

On the great
sea routes
of the world
ships are
bunkered by



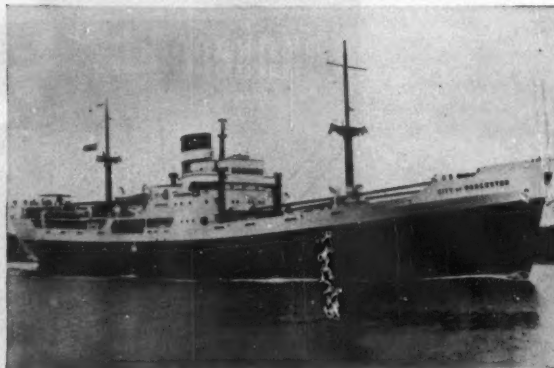
*Caltex bunker oil facilities,
lubrication and technical services
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the principal ports on the great
sea routes of the world.*

3 SISTER SHIPS CALEDON BUILT

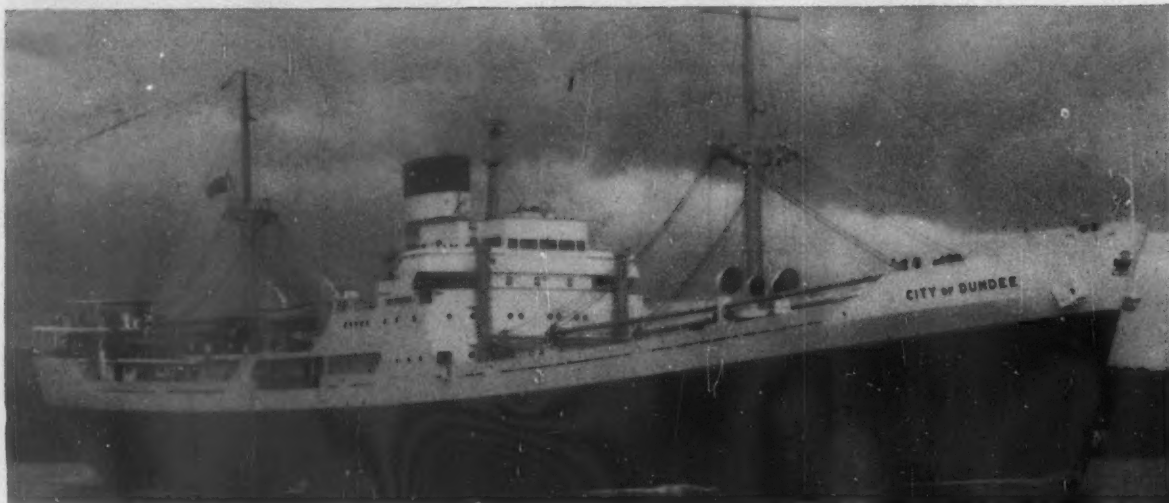
for ELLERMAN LINES Ltd



M.V. 'City of Hereford', 1958



M.V. 'City of Worcester', 1960



*M.V. 'City of Dundee', during
her trials on 25th/26th
May 1961*

Vessels can be built up to 600 feet long at the Caledon Yard in Dundee where a world-renowned standard of workmanship goes into the building of cargo liners, tankers, cross channel steamers, ferries, etc.

CALEDON

THE CALEDON SHIPBUILDING & ENGINEERING CO LTD DUNDEE SCOTLAND

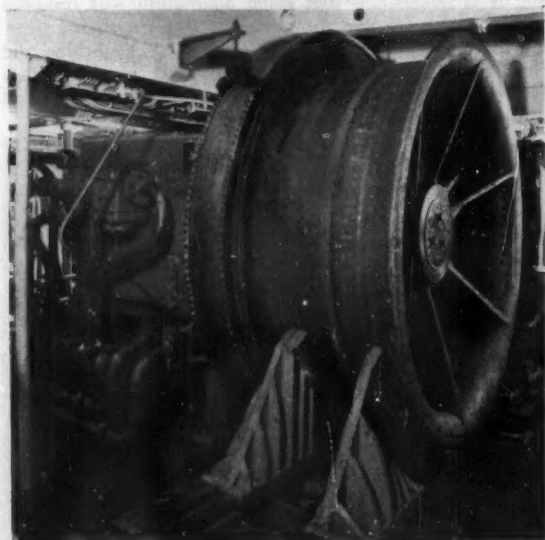


French Cable Ship Completed

CABLE LAYING AND REPAIR SHIP "MARCEL BAYARD"

THE French shipyard Chantiers & Ateliers Augustin Normand has recently delivered a cable laying and repair ship to the French Mail and Telecommunications Administration (Cable Department). This vessel, the *Marcel Bayard*, 4,418 dwt, is a diesel-electric ship having a speed of 14½ knots, and is able to carry 1,000 sea miles of lightweight cable with submerged repeaters spliced in. She was launched on 29 June 1961, and is the first of her type to be built in France since the 3,465-tons turbine-driven *Ampère* was launched at Grand Quévilly on 1 July 1950.

Propulsion is by means of four sets of M.A.N. diesel generators supplying current to two electric motors, each motor being coupled to one propeller shaft through reduction gearing. This arrangement gives considerable flexibility, and manœuvring is improved even more by the addition of a Pleuger active rudder. The latter is powered by a 300-hp electric motor.



The starboard capstan of the forward cable gear, with the Telcon-Hindmarch gearbox behind and the cable fleeting knives in the foreground

The *Marcel Bayard* is due to begin operation by laying a cable between Perpignan and Oran. Her principal particulars are as follows:—

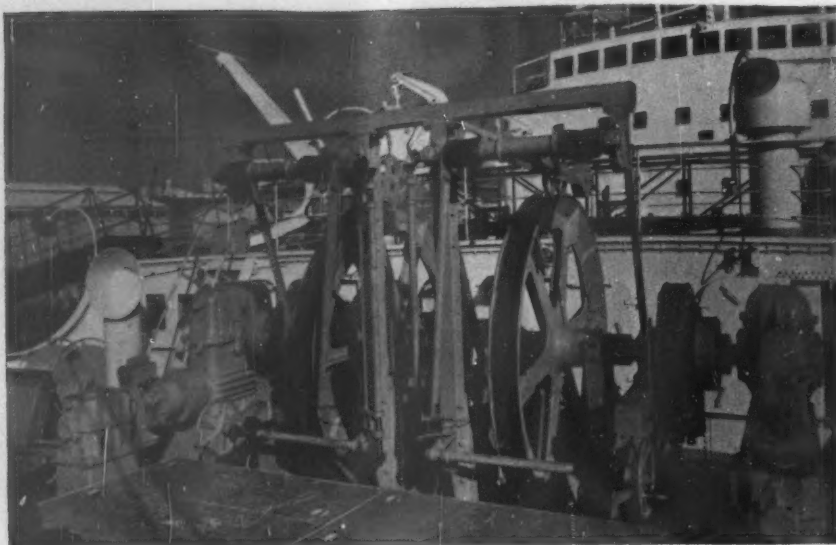
Length o.a.	...	...	387ft 2in
Length b.p.	...	...	344ft 6in
Breadth moulded	...	...	51ft 3in
Depth to main deck	...	...	30ft 2in
Depth to castle deck	...	...	37ft 7in
Draught	...	...	21ft 6in
Gross tonnage	...	...	4,800 tons
Displacement	...	...	7,115 tons
Deadweight	...	...	4,418 tons
Machinery output	...	...	3,450 hp
Speed, maximum	...	...	14.5 knots
Bunker capacity	...	...	990 tons
Range	...	...	55 days
Cable capacity	...	...	1,000 sea miles

The *Marcel Bayard* has attractive lines, with the funnel placed well aft and quite low in height. She has four cable tanks, two of which are 46ft in diameter, one 35ft 5in and one 26ft 11in; and can carry 1,000 sea miles of lightweight cable (about 2,900 tons) together with the many necessary repeaters and equalisers. The hull has been specially strengthened so that the vessel can navigate in northern waters.

British Cable Handling Equipment

The Equipment Division (formerly Telcon Engineering Division) of Submarine Cables Ltd (owned jointly by Associated Electrical Industries Ltd and British Insulated Callender's Cables Ltd) has supplied the whole of the cable handling machinery and ancillary equipment for the *Marcel Bayard*. The equipment comprises two forward picking-up and paying-out cable engines driven through the new Telcon-Hindmarch gear reduction box.

The *Marcel Bayard* is the second cablesip to be equipped with this type of gear, the first being the new British Post Office cablesip *Alert* (SW, 31.5.61) which in July successfully laid the 400 nautical miles St Lawrence River extension of the Canada-Scotland telephone cable for the Canadian Overseas Telecommunication Corporation. The gear has many advantages over conventional picking-up and paying-out machinery in that the ball and



The foredeck of the "Marcel Bayard," showing the port and starboard draw-off and holding back gears

roller bearings throughout reduce friction to an absolute minimum, the totally enclosed gear box with forced lubrication is silent in operation and virtually eliminates maintenance, while the use of Hindmarch clutches gives fingertip control and smooth gear changes. Perfect driving and braking control is achieved by hydraulic motors and water-cooled mechanical brakes, while complete control of cable gears, including gear changing, is maintained from console units adjacent to the capstans.

The after cable machinery comprises a single unit with cable drum identical to the forward starboard unit driven through a two-speed reduction gear box, one for picking-up and the other for paying-out. The electronic equipment in the cable control room includes an instantaneous and deviation slackmeter incorporating an indicator to measure the percentage of slack cable paid out, a deviation meter for indicating the amount of deviation from a predetermined setting of slack, and cable and measuring wire speed indicators.

Suitable Brakes Important

Cable handling equipment on board a ship of this type has two distinct duties to perform: the first being to lay new cable. The shorter, more heavily armoured shore ends are usually payed out over the bow, while the longer lighter deep sea cable is usually payed out over the stern. The weight of the cable hanging from the ship causes a tension which can rise to 8 tons in very deep water and this must be resisted by suitable brakes. Any failure in these brakes can cause (and has caused) the whole cable length to be deposited on the ocean bed in an unsalvageable tangle. The laying speed in deep water is frequently 8 knots, so that the brakes must be capable of continuous dissipation of about 500hp.

The second duty is to pick up a cable for repair, many of such cables having been laid more than 50 years ago. A grapnel is used which cuts the cable and grips one end. To break the cable from the sea bed frequently requires a tension of 30 tons at a very slow speed, but once cable is broken away, a lower tension at a higher speed can be used. In shallow water, time can be saved by a still higher speed at a lower tension.

The forward engines are powered by two V.S.G. hydraulic motors fed by pumps driven by 220-hp DC electric motors. The after engine, which is of the Telcon electro-hydraulic type, comprises a two-speed gearbox driven by two V.S.G. hydraulic motors fed by one V.S.G.

pump powered by a 90-hp electric motor.

The propelling machinery in the *Marcel Bayard* consists of four sets of turbo-charged M.A.N. diesel engines built by the Chantiers Augustin Normand and developing 1,100 hp each at 750 rpm. Each engine is direct coupled to a 715-kW generator supplying current to two electric propulsion motors. Each motor has an output of 890 hp at 1,000 rpm and is coupled to a reduction gear and drives one of the two shafts at 170 rpm.

THE "SETIABUDHI"

(Continued from opposite page)

apprentice, both aged 19. In command is Capt O. Bunsaman, who is only 36. The passengers' and officers' accommodation is air conditioned on the Hi-Press system. It is serviceable and fairly roomy but by no means luxurious, though passenger cabins each have a private bathroom; 10 officers, on the other hand, share one bathroom.

There are five holds, three forward of the machinery space and two aft, and four deep tanks for carrying bulk oils with a total capacity of 66,000 cu ft. The main cargo handling gear consists of 12 5-tons and four 10-tons derricks and there are two heavy-lift derricks, one of 60 tons serving No 2 hold and one of 20 tons serving No 4 hold.

The provisions for converting to pilgrim accommodation are not always free from interference with cargo stowage, and it is understood that some adaptation was required on this voyage to find the necessary free length for stowing the railway lines loaded in Bremen. The bridge and charthouse equipment includes a visual type direction finder, echo sounder, radar by Japan Radio Co Ltd, and a Kidde fire detecting system.

CUNARD BOARD CHANGES

The Cunard Steam-Ship Company Limited announce that Mr John A. Holt and Mr Richard J. Lockett are relinquishing their appointments as deputy chairmen of the Cunard Steam-Ship Co Ltd and Cunard White Star Ltd, but retain their seats on the board. Mr Anthony H. Hume becomes a deputy chairman of both companies, all with effect from November 1. Mr Percy Furness, the general manager of the company, retired on October 31 and relinquished his directorships of the Cunard Steam-Ship Co Ltd and Cunard White Star Ltd on that day. Mr Furness, who has been in the service of the company for 41 years, became general manager in 1959. He is succeeded by Mr A. S. Balding, deputy general manager of the company, who is also appointed to the boards of both companies. Mr Balding has been in the company's service for 38 years and was appointed deputy general manager in 1959. Mr T. Laird and Mr R. F. Taylor, at present assistant general managers, are appointed deputy general managers of the Cunard Steam-Ship Co Ltd and Cunard White Star Ltd from November 1.

"Setiabudhi" Opens New Cargo Service

FIRST OF THREE INDONESIAN CARGO/PILGRIM SHIPS

THE CARGO liner *Setiabudhi* (or *Setia Budhi*, no one seems quite sure which) left London last week on the homeward leg of a voyage inaugurating a new liner service between Indonesia and the U.K., North Continent and Mediterranean. She is owned by P. N. Djakarta Lloyd, whose London agents are Stelp & Leighton Ltd. Under the auspices of the agents, members of the Indonesian Embassy and others interested in the new service, including a representative of THE SHIPPING WORLD, visited the vessel on the evening of a two-day stay in the King George V Dock. On her outward voyage she carried a full cargo of coffee, tea, copra cakes, paraffin wax and tapioca flour; she is returning with motor cars, tractors, aluminium ingots and general cargo loaded in London, steel rails (in the holds and on deck) from Bremen and other cargoes. Apart from London, the European ports of call of the new service are Hamburg, Bremen, Antwerp, Le Havre, Marseilles and Genoa. In Indonesia there will be five ports of call, including Tandjong Priok, the port of Djakarta in Java, and Palembang in Sumatra. The Djakarta Lloyd are members of both the inward and the outward freight conferences. The service will be monthly, other ships taking part being two sister ships of the *Setiabudhi*, *M.H. Thamrin* and *H.O.S. Tjokroaminoto*.

The *Setiabudhi* and her sister ships were built by different shipyards in Japan this year. A feature of all three is that they are intended for operation on the pilgrim service from February to July, when their place in the new cargo liner service will be taken by chartered vessels, or by three Park steamers which it is understood have been bought in the United States and are due for delivery shortly. The *Setiabudhi* has normal accommodation for 12 passengers only. Pilgrims, 990 of them or a few more, are carried in special bunks in the upper and lower tween-decks (single bunks arranged in groups but not tiered), and this sleeping equipment is stored on shore at the end of the season. Special washing and lavatory arrangements are provided in the tween-decks, as well as mechanical ventilation, and an extra galley is installed on the poop to provide something in the nature of a canteen service. The fare for the pilgrims is 38,000 Indonesian rupiahs (about £300) but this includes pocket money in Saudi Arabia. The voyage from Indonesia to Jeddah

takes 11 days. Pilgrims remain in Saudi Arabia during one round voyage and return on the subsequent homeward passage of the same ship.

It was bad luck that on her inaugural voyage, in the approaches to Hamburg, the *Setiabudhi* was in collision with a coaster. Damage to the *Setiabudhi* was slight, and was repaired afloat in Hamburg. More extensive damage was suffered by the other vessel. She was a Dutchman.

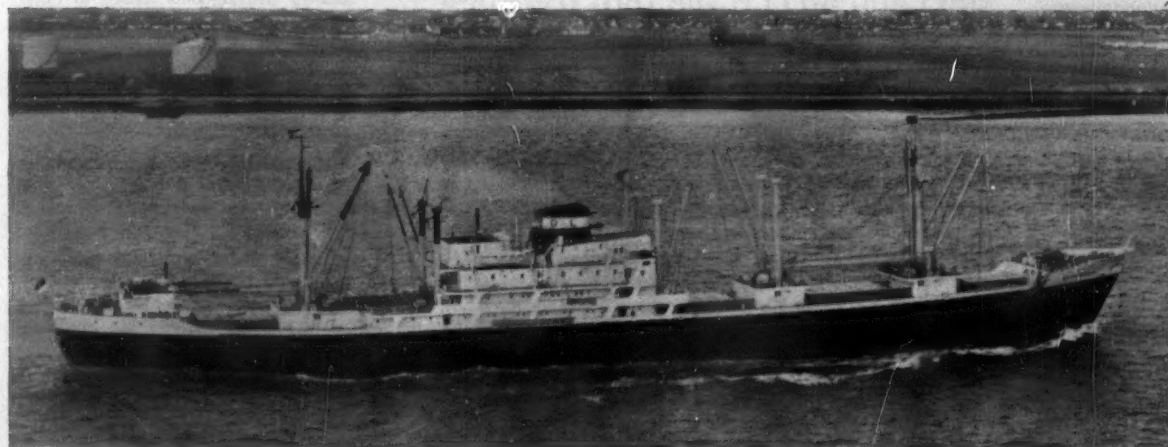
It is unusual for a cargo liner with relatively little passenger accommodation to be specially equipped for the pilgrim trade, but the *Setiabudhi* and her sisters are not, in fact, the first vessels of the kind to be built for these dual roles. The *Bau Masepe* and the *Sawega*, also built in Japan for Indonesia in 1954, were cargo vessels with pilgrim accommodation for over 1,000.

The *Setiabudhi* was built by the Mitsubishi Shipbuilding & Engineering Co Ltd at Hiroshima. The first of the three, she was completed in February this year. The *M.H. Thamrin* was built by the Hitachi Shipbuilding & Engineering Co Ltd at Innoshima and the *H.O.S. Tjokroaminoto* at the Tsurumi yard of the Japan Steel & Tube Co Ltd. An open/closed shelterdecker, the *Setiabudhi* has the following main particulars with tonnage openings closed (the normal condition as a cargo liner):

Length o.a.	497ft 4in
Length b.p.	460ft 3in
Breadth moulded	63ft 9in
Depth moulded to shelter deck	40ft
Deadweight	11,170 tons
Gross tonnage	9,600 tons
Draught	28ft 7in
Bale capacity	609,000 cu ft
Machinery output, maximum	8,950 bhp
Speed in service	16 knots
Speed on light draught	17.5 knots
Speed on trials	19.9 knots

As a pilgrim carrier the deadweight is about 7,750 tons and the summer draught 23ft 7in. The machinery comprises a turbocharged 7-cylinder Yokohama-M.A.N. diesel engine built by Mitsubishi Nippon Heavy-Industries Ltd. The normal crew complement on liner service is 60, on pilgrim service 108. On her present run the *Setiabudhi* has 15 crew trainees on board, aged between 20 and 35, as well as a deck and an engineroom officer

(Continued on opposite page)



□ The "Setiabudhi" in the Thames estuary. London was her first port of discharge and last loading port before sailing for the Mediterranean

Oil Topics

QUIET MARKET IN OCTOBER

COMPARATIVELY QUIET conditions prevailed in the tanker market during the whole of October. In their report on the month, Davies & Newman Ltd comment that the demand for tonnage at this time of year was very disappointing. Once again, the greater part of the business concluded was for Persian Gulf loading, but British major companies' requirements in this area were of an extremely limited nature. Japanese charterers took about a dozen vessels, mainly during the first part of the month, but their chartering activities were restricted by the reduction of imports for the last quarter of this year. Most of the fixtures to Japan were concluded at U.S.M.C. minus 67½/70 per cent. A number of vessels were also taken for American account from the Persian Gulf to U.S.N.H., at rates ranging from U.S.M.C. minus 65 per cent to the latest charters at U.S.M.C. minus 70 per cent, regardless of size. Fixtures reported to Europe vary from a 26,000-tonner to Denmark early in the month, and a 12,000-tonner fixed latterly to Italy, both of which obtained Scale minus 45 per cent, to U.S.M.C. minus 70/71¼ per cent paid to similar destinations for vessels of 15,500/37,000 tons (equivalent to Scale minus 63/65 per cent). One London company took several trans-Atlantic black oil vessels. Early in the month larger tonnage was fixed on backhaul basis to U.K./Continent at rates as low as Scale minus 65 per cent, but latterly a similar vessel was able to secure Scale minus 52½ per cent, while medium-sized tonnage was fixed at Scale minus 45 per cent. The clean market during October had less inquiry than for a very long time past, and in fact only two clean trans-Atlantic fixtures were reported, one being a part cargo for Mediterranean/North Europe discharge, and the other being an 18,500-tonner, loading end-October, which secured Scale minus 27½ per cent.

Less Period Business

THERE was a marked reduction in the volume of period business reported. One London company announced three further five-year timecharters, all beginning in the latter part of 1964, and following this they withdrew from the market. Another company announced details of the fixture of an 80,000-dwt turbine tanker, this being a replacement for earlier business which did not materialise. The only other period business was for Brazilian account, these charterers continuing the timecharter of three clean tankers for further periods of 9/12 months with fairly early commencement.

There has been a further decrease in the laid-up total, which now stands at 172 vessels totalling about 2,807,000 dwt, a reduction of some 13 tankers and about 243,000 dwt. At this time last year there were 253 tankers of just over 4,000,000 tons laid up.

Lower Bunkering Costs at Curacao

FUEL PRICES at the port of Willemstad, Curacao, reached an average of 2.10 per barrel in September, and this was the lowest in the Caribbean, according to a report by the Curacao Commissioner for Economic Affairs. The continuing reduction is attributed partly to the recent opening of two 10,000-ft pipelines connecting the Shell Curacao refinery directly with the new Admiral Brion wharves for simultaneous bunkering and cargo loading. The new facilities are operated by S. E. L. Maduro & Sons. The capacity of the pipelines, which feed directly to ships at anchor, is 600 tons per hour. A mobile blending unit serves each station. The Curacao Government is also

deepening the harbour channel to 49ft to accommodate vessels up to 750ft in length. A free harbour zone has been created near the wharves. Ships that bunker in Curacao pay no wharfage and only one-third pilotage. During the first six months of 1961, nearly 10 million barrels of bunker fuels were supplied to 1,530 ships.

Shorter Notes

THE LATEST FIGURES on numbers of tankers employed in the carriage of grain, which have been prepared by John I. Jacobs & Co Ltd, show that at the middle of October there was a record total of 105 vessels of 2,139,402 dwt employed in the trade, with a further 15 ships of about 350,000 dwt fixed but not having started their voyages.

TEXACO is studying plans to build a refinery in the United Kingdom with a capacity of from 80,000 to 100,000 barrels a day (roughly 80,000 to 100,000 tons a week) to supply Regent Oil Co Ltd.

RECENT SHIP SALES

MOTOR VESSEL *Delius* (ex-*Portland Star*, ex-*Delius*, 10,470 dwt, 7,783 grt, 4,814 nrt, built 1938 by Harland & Wolff Ltd) sold by Blue Star Line Ltd to the Cie. Minière et Metallurgique S.A., Casablanca, transferred to Panamanian flag and renamed *Kettara VII*. She is for resale to Eastern breakers after one voyage to Japan.

Cargo steamer *Mandy* (ex-*Patrick M.*, ex-*Rheu*, ex-*Buzi*, ex-*Rufidji*, ex-*Andalusia*, 2,160 dwt, 1,410 grt, 750 nrt, built 1921 by Deutsche Werft A.G.) sold by Cia. Maritima Santa Kyriaki S.A., Panama, to Greek buyers for about £20,000.

Passenger steamer *Isle of Guernsey* (2,189 grt, 846 nrt, built 1930 by Wm. Denny & Bros Ltd) sold by British Transport Commission to Belgian shipbreakers with prompt delivery Southampton.

Cargo steamer *Wilhelm Nubel* (4,170 dwt, 2,736 grt, 1,548 nrt, built 1950 by Nordseewerke Emden) sold by Emder Dampferkompagnie A.G., to Greek buyers with delivery Piraeus, and renamed *Aghios Gerassimos*.

Motor vessel *Flensberg* (ex-*Atomena*, 5,025 dwt, 2,687 grt, 1,425 nrt, built 1945 by Eriksbergs M.V.) sold by Hamburg Amerika Linie to Liberian-flag interests.

Motor vessel *Pelion* (2,300 dwt, 1,774 grt, 1,174 nrt, built 1953 by Werf Nobiskrug) sold by Partenreed Pelion (F. Lacisz), Hamburg, to South African buyers with delivery Hamburg.

Cargo steamer *Kattenturm* (ex-*Stahleck*, 3,188 dwt, 1,985 grt, 872 nrt, built by N.V. Scheeps. "De Koop," launched 1944, completed 1952) sold by D.D.G. "Hansa," Bremen, to Greek buyers for over £60,000, with delivery Continent or Mediterranean November-December.

Motor vessel *Vivita* (9,370 dwt, 5,667 grt, 3,288 nrt, built 1948 by Lithgows Ltd) sold by A/S Uglands Rederi to other Norwegian buyers for £325,000.

Motor vessel *Staholm* (ex-*Black Swan*, ex-*Staholm*, 8,840 dwt, 5,520 grt, 3,094 nrt, built Wallsend 1954 by Swan Hunter & Wigham Richardson Ltd) sold by Helmer Staubo & Co to other Norwegians reported to be H. Gjerpen & Co for about £430,000.

Refrigerated motor vessel *Quadriga* (ex-*British Columbia Express*, 3,890 dwt, 3,386 grt, 1,726 nrt, built 1936 by A/B Gotaverken) sold by Partenreed. m.s. *Quadriga* (W. Bruns & Co), Hamburg, to Formosan buyers.

Cargo steamer *Ara* (3,690 dwt, 2,688 grt, 1,498 nrt, built 1944 by Oresundsvarvet A/B) sold by A. R. Appelqvist A/B, Stockholm, to Finnish buyers reported as the Polttoaine Osuuskunta I.L., Helsinki, and renamed *Kallio*.

R. & J. H. REA LTD, who are already engaged in ship towage in the Bristol Channel and at Milford Haven, will shortly extend their towage services to cover Cardiff and Barry. For this purpose further modern diesel-engined tugs have been added to their fleet.

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Air Charter Market

DISQUIETING FEATURES FOR INDEPENDENT OPERATORS

By a Special Correspondent

WITH occasional exceptions, for some time it has been impossible to adopt anything but sombre tones to describe conditions on London's air charter market. Developments during October unfortunately warrant no modification to this attitude: if anything, the tones will be a shade or two darker. This frame of mind has been conditioned not so much by activities on the market itself—although these gave no cause for rejoicing—but by outside happenings which will undoubtedly have a deleterious effect on the market.

After the recent financial collapse of Overseas Aviation and the Stavanger crash of a Cunard Eagle Viking, the market was hoping for a respite from such damaging incidents. October, however, failed to provide this merciful release. At the beginning of the month there was the crash in Spain, with the loss of 34 lives, of a Derby Aviation Dakota, and just over a week later another Dakota, this time belonging to B.K.S. Air Transport, crashed killing the crew of four. Both Derby and B.K.S. had good safety records, but nevertheless these accidents, following the other recent unhappy affairs, drew considerable attention, particularly of the national Press, to Britain's independent airlines, culminating on October 18 in questions being asked in the House of Commons.

Charter Flights Criticised

One Labour M.P. alleged that charter flights were "shoestring operations". After stating that 250,000 people would be going on holiday abroad in charter aircraft next year, he suggested that an inquiry should be conducted before these people "took a chance". The House was told that the Minister of Aviation was considering whether any tightening up of flight regulations was necessary. The members present were informed that the safety regulations applied equally to the corporations and private airlines. Despite this assurance, however, there is undoubtedly growing among certain sections of the travelling public a suspicion of charter flights.

Neither are these accidents the only matters of concern to Britain's independents. Some of the airlines are at present fighting for their survival, and repetitions of the Overseas Aviation travesty would not inspire greater confidence of the travelling public. To prevent such repetitions the Ministry of Aviation has decided to adopt more stringent measures in dealing with private airlines, especially in ensuring that they are sufficiently sound financially to fulfil their flight obligations. This winter the Air Transport Licensing Board will be making a full inquiry into the finances of all private airlines, and the results of these investigations will be borne in mind when applications are submitted for licences.

In addition, the Ministry of Aviation is adopting a policy of withdrawing the recently-instituted Air Operators' Certificates from airlines who stop services during the winter. If and when these airlines wish to resume flying operations they will have to re-apply to the Ministry for a certificate, and the safety regulations may by then be more severe. Falcon Airways have already had their certificate withdrawn and only last week Air Safaris and Pegasus Airlines both announced winter cessation of operations, so they, too, are in danger of having to surrender their certificates.

This is not the limit of the present unhappy state of affairs among Britain's independent airlines. There are few of them currently enjoying a reasonable operating surplus, and at least two of the airlines, in addition to these already mentioned, are believed to be in a very unhealthy state.

While these depressing processes were taking place, the air charter market itself, during October, was providing little to compensate brokers. Market conditions became dishearteningly dull. What cheer there was was provided in the first fortnight, which opened with somewhat unsettled conditions. Despite an ample supply of aircraft, there were few fixtures resulting from what inquiries did come on to the market, and this state of affairs existed in both the inclusive tour and ships' crew sections. Following the usual pattern, most of the inquiries in the ships' crew section were for the Far East route, although the market was tested to a certain extent by the trans-Atlantic route.

Fresh inquiries declined markedly in the following week, but the market was able to sustain itself with the remains of potential business that had been circulating earlier—again the ships' crew section, in particular the Far East route, dominated the fixture lists. Lambert Brothers Ltd reported at this time that the current trans-Atlantic business was principally tourist carryings for the summer of 1962, there being no repetition of the recent spate of ships' crew fixtures across the Atlantic. Among the fixtures concluded for the Far East route some very prompt requirements were met.

Fewer Inquiries

There was a further drop in fresh inquiries during the third week of October, and what little did come on to the market was mostly for the summer of next year. The Far East route failed to provide any consolation for brokers. It is not an infrequent phenomenon for brokers to be frustrated in their attempts to fix business offering from the Far East by the lack of outward loads to entice operators into position out East. In October the position was reversed, with eastbound cargo loads and ships' crew traffic in the offing but westbound inquiries suddenly declining. This proved uncomfortable for some operators who, with four-engined equipment unemployed, had readily positioned their aircraft out East.

Charterers understandably took advantage of the predicament in which the operators had placed themselves. With the operators keenly competing with each other for westbound loads from the Far East, charterers were able to obtain some extremely favourable terms during the last full week of October. Generally, however, the market was at this time going through a very dull period, even compared with the previous week or so. There was practically no other inquiry than a little for ships' crew movements. A legacy of the Overseas Aviation debacle was still evident on the market in the great variations in rates, especially for twin-engined aircraft. Lambert's claimed that rates were varying by as much as 20 per cent, but that in most cases they were at about the same scale as was ruling during the peak summer period. This suggests that airlines had perhaps made slight gains in their attempts to push rates up to, for them, a more satisfactory level, but it is doubtful if this will save at least one more operator from going under.

British United Airways

RECENT PERFORMANCE AND FUTURE PLANS

By D. M. Burges

IN JULY of last year two of Britain's leading independent airlines—Airwork and Hunting-Clan—merged and from that amalgamation British United Airways was born. The new airline became, in one stroke, the largest independently-owned company in the British air transport structure, and is now playing a leading part in the new-found freedom for this type of company.

British United Airways is backed by a considerable amount of shipping finance, for the major shareholder is the British & Commonwealth group, with Furness, Withy and the Blue Star Line also holding large proportions of the shares. It is, I understand, a very happy and close association that exists between the airline and the shipping executives, who jointly fill the places on the board of the airline.

The origins of British United Airways can be traced back as far as 1928, for in that year Airwork Ltd was formed. The other half of the combine was of much more recent history, Hunting-Clan Air Transport Ltd being one of the air companies which was formed by shipping interests in the immediate postwar years.

Dangers of Monopoly

Early this year B.U.A. issued a pamphlet entitled *Independent Airlines—the Future*. This was a document which was of immense interest on two counts—it gave an indication of this company's thinking on the future, and it also set out the standards which B.U.A. believed to be necessary if the independents were to survive. It suggested that the existence of an enterprising and properly financed independent sector of the British air transport industry had a most desirable effect on the industry as a whole. Any monopoly, particularly a nationalised monopoly, lacking incentive tended, it suggested, to become complacent and supine. Air transport had benefited greatly by the combination of the national Corporations and independent companies. The pamphlet went on to consider the desire by passengers to travel by jet aircraft, and continued: "These call for a very large investment and, to be operated on an economic basis, must be kept fully occupied. A carefully planned route pattern, which will enable the jet aircraft to be operated as a closely-knit fleet, is therefore a necessity. British United Airways has prepared such a plan, and, thanks to the Civil Aviation (Licensing) Act 1960, has applied to the Air Transport Licensing Board to operate the necessary scheduled services. The total investment in British manufactured jet aircraft would be at least £17,500,000."

Since that pamphlet was issued much has been done by British United Airways in spite of the fact that their future is, at the moment, far from assured. In the early summer the airline announced that it had placed orders for ten of the new British Aircraft Corporation BAC-111 twin-jet airliners for

operation over the shorter routes, and a few weeks later came the news that a contract had been signed for four of the big long-range Vickers VC.10 airliners. So within the space of a month B.U.A. had committed itself to an outlay approaching £20 million.

The order for the BAC-111 was particularly significant on a number of counts. It was, for instance, the first to be placed by a British independent company for pure-jet airliners, and it was the first time that an independent company had placed an order for a new type of airplane that had not previously been proven by either one of the State corporations or by the Royal Air Force. This means that B.U.A. are committing themselves to what is generally recognised as an extremely expensive operation—bringing into service an entirely new type of airliner, and in so doing "ironing the bugs" out of it.

At the time that the order was placed, Mr F. A. Laker, executive director of B.U.A., said he believed the BAC-111 would be ideal, not only for the short and medium-range routes for which B.U.A. had applied to the Air Transport Licensing Board, but also for their existing business. Though the initial order was for ten aircraft, Mr. Laker disclosed that an option had been taken on a further five machines. The original ten aircraft would be used, in large measure, to take over the operations currently being performed by the airline's Viscounts, but the additional machines would be needed if its route applications were granted.

Licence Application Agreements

Last June it was announced that British United Airways and Cunard Eagle Airways had reached agreement so that their applications to the Air Transport Licensing Board should not overlap. As a result of that agreement B.U.A. applied for services to Paris, Brussels, Amsterdam, Frankfurt, Munich, Cologne, Dusseldorf, Switzerland, Rome, Naples and Milan, and to Greece, Spain and Portugal. Those applications were vigorously opposed by B.E.A. at the hearings of the Licensing Board. However, British United Airways presented a very strong case for ending the monopoly that has hitherto been enjoyed by B.E.A. It is expected that the Board will announce its findings within the course of the next few weeks. If it should find in favour of British United Airways there

The Present—

Britannia





Left: B.A.C. One-eleven

Below: V.C. 10



will undoubtedly be an appeal by the State Corporation. Taking all these factors into account, it seems unlikely that British United Airways will be able to introduce operations over this very extensive network of routes before next summer—always providing they receive the necessary approval.

While the B.A.C.-111s will be used on the shorter routes the V.C.10s will be employed on the long-range routes already being operated by the airline. The present routes are those to East, Central and West Africa. Only recently Britannias have been put on to these routes in place of Viscounts.

It may be recalled that some years ago Airwork and Hunting-Clan decided to jointly operate scheduled services to various points in Africa under the style of "Safari" services. In order to meet the then Ministerial requirements that independent companies should operate services at a lower standard than those provided by the Corporations, these Safari flights were operated with night stops. The resultant slower journey time, coupled with various other slight reductions in facilities, met the requirement for a lower standard of comfort. When these services first started in 1952 both airlines were using Viking aircraft. Then, after considerable argument, they were eventually allowed to introduce Viscounts on to the routes. The amalgamation of the two airlines into B.U.A. can be directly traced back to these joint operations of 1952.

Britannias on Safari Routes

Last month Britannias took over from Viscounts on the Safari routes, and with their introduction the flying times have been considerably reduced. In the days of the night-stopping Vikings the flying time from London to Nairobi was three days; Viscounts reduced that to 18½ hours. Now, with the Britannias, the flying time is down to under 12 hours. The big turbo-prop airliners are flying two services every week to East Africa (Entebbe and Nairobi), and a weekly service to the Rhodesias (Ndola, Lusaka and Salisbury).

But the Safari services are only a part of the network of services which British United Airways already operate. They fly scheduled services to the Canary Islands, Gibraltar, Rotterdam, the Channel Islands and South Wales, as well as the Channel Air Bridge car ferry services across the Channel from Southend; they run

a regular all-cargo service from Europe to Africa (Africa-cargo); they hold Air Ministry contracts to operate troop and service family services to Germany, Hong Kong, Singapore, Aden, Nairobi and Cyprus. In addition to all these operations during the summer months they fly a very large number of inclusive tour parties, and, of course, have aircraft constantly employed on charter operations. Last year British United Airways carried 631,030 passengers, 64,867 tons of cargo and 25,749 cars.

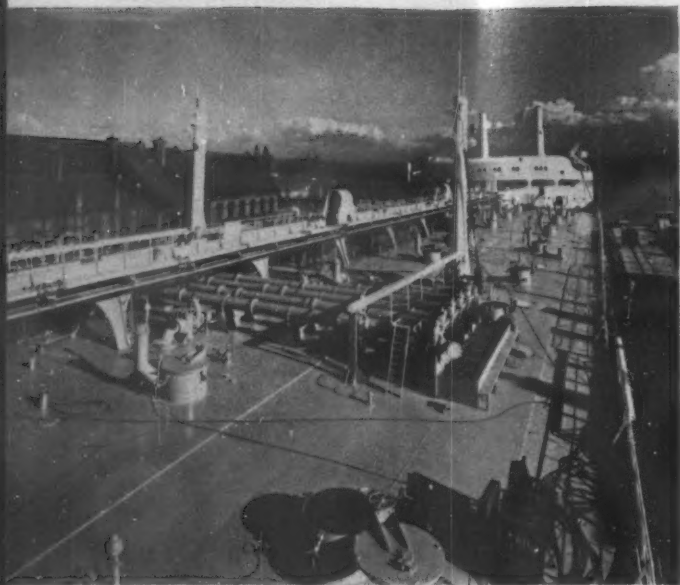
The Channel Air Bridge

One of the major operating divisions of the group is, of course, the Channel Air Bridge, which was previously operated by Air Charter Ltd. This organisation is now preparing for the introduction of a "new" aircraft—the Carvair—on its car-carrying services. The Carvair is basically a DC-4 aircraft, with a completely new nose incorporating swing doors, and a new flight deck on top of the fuselage built on to the existing main fuselage. The replacement of the ageing fleet of Bristol Freighters had been a problem facing Channel Air Bridge (and is, of course, equally facing their main competitors—Silver City Airways).

Just over a week ago British United Airways took the unprecedented—one might almost say unique—step of issuing its report and accounts. The report showed the airline earned a profit before tax of £430,784 in the year to December 31 last, compared with a profit of £301,976 for the previous year. Net profit was £427,974, against £177,465 in 1959. The balance sheet showed the authorised capital of B.U.A. as being 510,000 £1 ordinary shares. The shareholders are as follows:

British & Commonwealth Shipping (Aviation) and	
Clan Line Steamers	31.72
Furness, Withy	19.47
Blue Star Line	19.47
Broadminster Nominees (Whitehall Securities)	9.73
Guinness Mahone Nominees	9.73
Hunting Aviation Management	7.79
Minorities	2.09

The balance sheet also showed assets of over £16 mn, of which more than £9 mn was accounted for by the airline's fleet of aircraft.



Dutch Tanker "Sepia"

CAMMELL LAIRD-BUILT VESSEL
FOR
ROYAL DUTCH/SHELL



Above: The chief engineer's day room

Left: The vessel in dry dock at Birkenhead

Cammell Laird & Co (Shipbuilders & Engineers) Ltd have delivered the 67,120-dwt tanker *Sepia* to Shell Tankers N.V., Rotterdam. Second of this class, the others are *Serenia*, described in *THE SHIPPING WORLD* of 26 July 1961, and the *Solen* which was delivered last week. These latter two vessels will sail under the British flag. These three vessels are the largest vessels in the Shell fleet. The main difference between the *Sepia* and *Serenia* is the accommodation in the former. Whereas the *Serenia* was fitted out in what may be termed a typically English style with such features as inglenook fireplaces etc, the *Sepia*'s decorative theme is more modern, but extremely restful to the eye and very colourful, great attention having been paid to detail designing.



The crew's recreation room



NEWS FROM OVERSEAS

From THE SHIPPING WORLD'S Own Correspondents

Norwegian Orders

NORWEGIAN owners have been quite active in ordering new ships in 1961. According to statistics from the Ministry of Shipping and Foreign Trade, 56 dry-cargo vessels and 25 tankers have been licensed by the authorities for ordering outside Norway during the first three quarters of 1961. However, licences for nine dry-cargo vessels have not been used, while orders for three such vessels and one tanker have been cancelled; making the net number ordered 44 dry-cargo vessels and 24 tankers during the first three quarters. In the third quarter alone the number ordered abroad was 13 dry-cargo vessels and seven tankers. The total tonnage of the 44 dry-cargo vessels is 480,100 dwt, while the 24 tankers total 1,159,000 dwt.

The most significant new order was, however, placed at a Norwegian yard. It is for tanker of 100,000 dwt, placed by Sigval Bergesen with his own yard Rosenberg Mek. Verksted. The same owners have orders in hand for three tankers of 51,000 dwt (one of which was recently launched), two of 80,000 dwt and lastly this one of 100,000 dwt. Haugesund Mek. Verksted recently signed a contract for a bulk carrier of 28,000 dwt, the largest vessel so far built by the yard and ordered by Halfdan Grieg & Co A/S, Bergen, to be delivered at the end of 1963. Not long ago the yard completed expansion plans, so that it can now build vessels of up to 45,000 dwt, whereas some 10 years ago about 3,000 dwt was the maximum.

At foreign yards, several orders for large vessels have been placed recently. Thus Mosvold Shipping Co have ordered a tanker of 54,000 dwt from Verolme United Shipyards, Rotterdam, for delivery in 1964. Lorentzens Skibs A/S, Oslo, have ordered a bulk carrier of 30,000 dwt from Uddevallavarvet for delivery at the end of 1963. She is to be fitted with an Uddevalla-built Gotaverken diesel developing 10,000 hp. Paal Wilson & Co A/S, Bergen, have ordered a singledecker of 4,000 dwt from Compania Euskalduna, Bilbao, to be delivered at the end of 1963.

The second Bergesen tanker of 51,000 dwt, the *Berge Edda*, was recently "launched" from the building dock at Rosenberg, Stavanger. During the launching festivities Mr Sigval Bergesen said that the record established

by the yard in building the largest motor tanker would soon be broken by a Japanese yard. However he hoped to reconquer the record in a few years' time when the yard would build motor tankers of 80,000 dwt.

Israeli Port Traffic

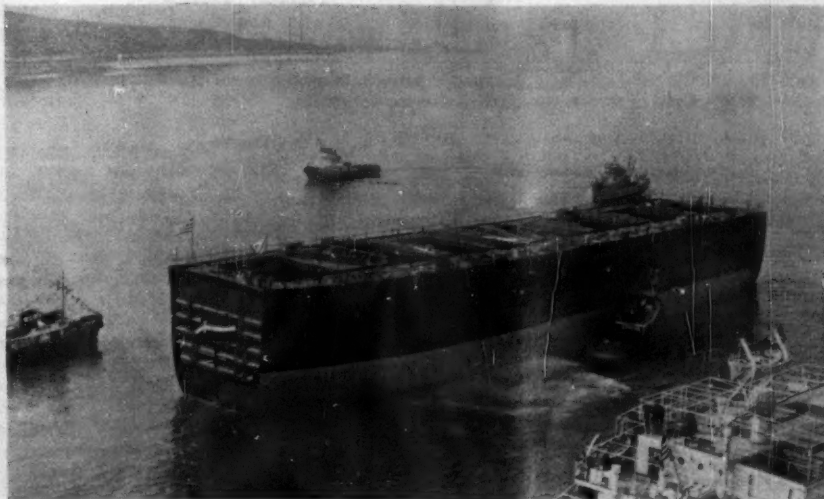
A SURVEY of Israel ports is provided in the recently published annual report, 1960, of the Bank of Israel. Output of the country's ports increased by 8 per cent during 1960, after the remarkable increase of 23 per cent in 1959. Total tonnage loaded and unloaded at the four ports (Haifa, Tel-Aviv, Jaffa and Eilat) reached 3,214,000 tons, as compared with 2,974,000 tons in 1959. At the same time, it is stressed that the entire expansion took place at Haifa and Eilat, i.e. in Haifa output rose by 10 per cent and in Eilat harbour by 11 per cent, whereas in the ports of Tel-Aviv and Jaffa output actually declined by about 6 per cent.

Port charges were raised at the beginning of 1960 for the first time since 1954. The changes in the tariffs for transferring cargo, including portage and lighterage, were made after costing factors and general economic considerations had been duly weighed, special attention being paid to the encouragement of exports. There was no change in stevedoring rates, but since the taxes on this service were lowered the stevedoring companies have received 8.5 per cent more of the rates charged than in 1959. The charges for servicing ships had not been altered since the nineteen-thirties, and were low in comparison with those applicable in similar harbours abroad. New rates were introduced in October 1960. Though 150 per cent higher, these rates do not exceed the levels current in comparable foreign ports.

In order to increase the output capacity of Haifa port, work has now begun on the lengthening of the quays on the western side of the main harbour by 528 metres. When completed, output capacity will be increased by 600,000 tons per annum. It is expected that the entire project will be completed by the end of this year. Another expansion plan provides for additional quays in the Kishon harbour of Haifa Bay, which would increase annual capacity by 200,000 tons. This work is scheduled to be finished before the start of the 1962/1963 citrus season.

MIDSHIP SECTION LAUNCH AT SKARAMANGA

A new midship section for another tanker/bulk carrier conversion has been launched at Hellenic Shipyards, Skaramanga, Greece. The converted vessel is the second of a series of about eight T2 tankers of about 16,000 dwt which the yard are converting into 22,000-dwt bulk carriers at the rate of one every four months. This present vessel will be named "World Cheer." The first conversion, "World Charity", was completed and delivered to her owners last month.



NEW CONTRACTS

Shipowners	No. of Ships	Type	Tons d.w. (gross)	Dimensions (ft.) L.b.p.(o.a.) x B. x D.(d.f.t.)	Delivery	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
Overseas Yards										
Rederij "Amsterdam"	1	Bulk carrier	17,400	500(538.2) x 69.75 x 42.33 (30.67)	1963	—	Sulzer diesel	6,600	Shipbuilders	Verolme United Shipyards
East Asiatic Co	2	Cargo	12,000	—	1963/4	—	Diesel	—	Burmeister & Wain	Nakskov Skibs
Finska Angfartygs A/B	2	Cargo	4,000/5,000	—	1963	16	Sulzer diesel	5,500	Wartsila Koncernen	Rauma-Repola O/Y
L. Gill-Johannessen, Oslo	1 (792)	Bulk carrier	16,000	—	1963	—	—	—	—	Deutsche Werft
P. Meyer	1 (793)	Bulk carrier	16,000	—	1963	—	—	—	—	Deutsche Werft
Cia. Italiana Marittima di Nav.	1 (1569)	Bulk carrier	22,000	567.58 x 78.75 x 45.95	—	—	Diesel	9,800	Shipbuilders	Ansaldo S.A.
Trelleborgs Angfartygs	1	LPG carrier	—	—	1963	—	—	—	—	Kockums M.V.

LAUNCHES

Date	Shipowners	Ship's Name and/or Yard No.	Type	Tons d.w. (gross)	Dimensions (ft.) L.b.p.(o.a.) x B. x D.(d.f.t.)	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
Yards in Great Britain and Northern Ireland										
Oct. 25	Timaru Harbour Board	W. H. Orbell (1161)	Bucket dredger	(1,350)	220 x 40 x 17	9.5	Tw.-scr. diesel-electric	—	—	Simons-Lobnitz
Oct. 26	A/S Kristian Jebeens Rederi	Brunes (1139)	Bulk carrier	15,000 (11,500)	470 x 67 x 39 (28.42)	14.75	H & W/B & W diesel	6,250	J. G. Kincaid	Lithgows
Oct. 26	Abu Dhabi Marine Areas	Dalmah (427)	Tug	(360)	120 x 31.5 x 14.25	—	Diesel	1,500	Crossley Bros	Scott & Sons
Oct. 27	BP Tanker Co	British Kestrel (524)	Tanker	15,000 (10,000)	495 x 69 x (29.33)	14	H & W/B & W diesel	8,600	J. G. Kincaid	Wm. Hamilton & Co
Overseas Yards										
Oct. —	Eso Petroleum Co	— (634)	Tanker	78,000	855.9 x 112 x 62 (46.9)	17.5	Geared turbine Diesel	—	Pametrad	Verolme United Shipyards
Oct. 14	Suisse Atlantique	Bariloche (463)	Bulk carrier	18,500 (12,500)	—	—	—	—	Sulzer Bros	Brodogradiliste "3 Ma"
Oct. 14	East German owners	Schwedt	Tanker	(8,000)	—	—	Diesel	—	—	Admiralty Shipyard, Leningrad
Oct. 19	Det Forenede D.S. A/S	Athos (231)	Refrig. cargo	2,800	—	—	Diesel	—	Burmeister & Wain	Frederikshavns Vaerft
Oct. 19	Shell Tankers N.V.	Vitrea (763)	Tanker	32,500 (21,000)	640 x 85 x (46.58)	15.5	Geared turbine Diesel	11,000	Shipbuilders	N. V. Wilton Fijenoord
Oct. 23	N. V. Rederij "Amsterdam"	Amsterdam (666)	Cargo	14,000 (9,450)	467 x 63.5 x 39.5 (27.58)	14	—	5,500	Sulzer Bros	Werft du Noord
Oct. 23	Union Navale	Holania	Cargo	13,500 (10,000)	469.2 x 65.58 x 40.67 (30.2)	15	S.E.M.T./Pielastic diesel	5,750	Shipbuilders	At. et Ch. de Bretagne
Oct. 22	Italsider (Sidermar)	Fenice (1867)	Bulk carrier	22,400	—	—	Fiat diesel	—	Shipbuilders	Cant. Riuniti dell' Adriatico, Trieste
Oct. 24	Halldan Ditlev-Simonsen & Co	Venabu	Bulk carrier	18,000	500 x 67 x 43.5 (31.95)	14.25	G.V. diesel	7,500	Shipbuilders	Fredrikstad M.V.
Oct. 27	Lloyd Brasileiro	Henrique Lage	Cargo	10,500	(510) x 64 x 31.1 (27.1)	18.5	Geared turbine	10,000	Verolme IJsselmonde	Verolme Estaleiros Reunidos do Brazil
Oct. 27	Billners Rederi A/B	Gunilla Billner (457)	Tanker	19,900 (13,000)	525.67 (557.75) x 71.75 x 40.1 (31)	15.6	8-cyl M.A.N. diesel	9,000	Shipbuilders	Kockums M.V.
Oct. 29	—	Ursa Major (1871)	Bulk carrier	35,000 (24,000)	636.5 x 91.9 x 51.5	—	Fiat diesel	16,800	Shipbuilders	Cant. Riuniti dell' Adriatico, Monfalcone

TRIAL TRIPS

Date	Shipowners	Ship's Name and/or Yard No.	Type	Tons d.w. (gross)	Dimensions (ft.) L.b.p.(o.a.) x B. x D.(d.f.t.)	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
Yards in Great Britain and Northern Ireland										
Oct. 31	R. Irvin & Sons	Ben Glas (328)	Trawler	(215)	104 x 23 x 12.5	—	6-cyl diesel	635	Mirrlees Bickerton & Day	John Lewis & Sons
Overseas Yards										
Oct. —	Det Dansk-Franske	Gronland (623)	Cargo	4,413 (3,400)	301.67 x 48 x 26.58 (22.58)	14	B & W diesel	3,450	Fr. Krupp	Werft Nobiskrug Gotaverken
Oct. —	Rederi A/B Transatlantic	Mirrabooka (760)	Cargo	12,500 (10,000)	(513) x 68 x 33 (30.5)	17.75	8-cyl diesel	10,000	Shipbuilders	—
Oct. 3	J. Lauritzen	Nella Day (109)	Cargo	5,600 (2,200)	400.25 x 59 x 28 (25.75)	18.5	Three 3-cyl diesels	8,100	Burmeister & Wain	Aalborg Vaerft
Oct. 10	Stockholms Rederi A/B Svea	Garm (90)	Cargo	2,400	278.9 (307.75) x 45.2 x 25.58 (16.67)	14.9	5-cyl diesel	2,420	Fiat	Helsingborgs Varf
Oct. 10	A. F. Klaveness & Co A/S, Oslo	Roseville (537)	Cargo	9,650	415 x 58 x 38.75 (28.75)	17	6-cyl B & W diesel	7,500	Shipbuilders	Eriksbergs
Oct. 11	Empresa Insulana de Navegacao	Funchal (353)	Pass.	(9,500)	454.42 x 62.8 x 38.1 (20.25)	22.5	Geared turbine (T)	12,250	Parsons	Elsinore S.B. & E. Co.
Oct. 12	Berge Bergesen	Sigana (475)	Bulk carrier	25,350 (16,561)	540 (577.33) x 74.75 x 48.58 (34.25)	14.5	6-cyl M.A.N. diesel	7,000	Shipbuilders	Kockums M.V.
Oct. 15	Shinnihon Steamship Co	Toshani Maru (3928)	Cargo	12,249 (8,891)	465.95 (505.33) x 65.33 x 40.33 (30.25)	20.93 (T)	B & W diesel	10,500	Shipbuilders	Hitachi S.B. & E. Co., Innoshima
Oct. 19	Anglo-Pacific Shipping Co, Bermuda	Naess Clipper (1556)	Bulk carrier	35,000 (23,400)	(669.95) x 90.58 x (35)	—	9-cyl U.E.C. diesel	—	Shipbuilders	Mitsubishi S.B. & E. Co., Nagasaki
Oct. 21	Yamashita Steamship Co	Yamaoki Maru (3927)	Cargo	12,572 (9,381)	475.75 (513.58) x 64.33 x 40.67 (30.42)	20.66	B & W diesel	12,500	Shipbuilders	Hitachi S.B. & E. Co., Sakurajima
Oct. 23	Somaier Varangskip I and A/S Malmfart	Varangsborg (370)	Ore carrier	8,200 (5,200)	390 x 61 x 28.5 (23.25)	14	G.V. diesel	4,500	Shipbuilders	Fredrikstad M.V.
Oct. 26	East Asiatic Co	Asmara (160)	Cargo	12,440 (10,000)	480 (523.95) x 67.67 x 39.58 (28.95)	17.75	8-cyl diesel	10,800	Burmeister & Wain	Nakskov Skibs

MARITIME NEWS IN BRIEF

THE death has occurred, at the age of 79, of Mr Gerald Lysaght Finigan, founder and editor of the Liverpool monthly journal *Shipping & Transport*, which he started in 1912. He had a wide circle of friends in the shipping and shipbuilding industries, and during his early 50 years as an editor it was his proud boast that "often possessed of confidential information he never broke a trust or lost a friend."

CAPTAIN CHARLES BIRCHALL, director and general manager of Charles Birchall & Sons Ltd, proprietors of *The Journal of Commerce and Shipping Telegraph*, has retired.

COMMODORE J. P. DOBSON, in command of Canadian Pacific's flagship, *Empress of Canada*, is retiring at the end of the vessel's present voyage.

SIR MARK NORMAN is to be commercial director of the Beagle Group and a director of Beagle-Auster Aircraft Ltd, and of Beagle-Miles Aircraft Ltd.

MR R. L. H. DAMERHAM, technical director of Durapipe & Fittings Ltd, has been elected chairman of the new thermoplastic pipe and fittings group of the British Plastics Federation. Mr D. C. B. Chandler has been appointed United Kingdom sales manager for Durapipe & Fittings Ltd.

MR THOMAS AGGETT, who has been passenger manager to the Blue Star Line since the inception of their passenger services in 1926, is retiring on December 31. Mr H. G. Flack, who has been assistant passenger manager since 1947, will follow Mr Aggett as passenger manager and Mr K. S. Low becomes assistant passenger manager.

HOLLAND-AMERICA LINE announce that Capt C. G. Kooyman has been appointed to command the flagship *Rotterdam*; Capt C. M. Snelleman, to the *Nieuw Amsterdam*; Capt E. G. A. Heymans, to the *Maasdam*; and Capt T. Busser, to the *Groote Beer*. Capt N. P. Kruithof will take over the command of the *Westerdam* at a later date.

SHARPLES CENTRIFUGES LTD have been awarded a contract to supply eight Gravitrol 1000 continuous-single-stage heavy fuel oil purifiers for the four new Sulzer diesel ships being constructed by Brodogradiliste Split, Yugoslavia, for clients of S. Livanos Shipbrokers Ltd.

THE BULK OIL STEAMSHIP CO LTD has moved to Cory Buildings, Fenchurch Street, London EC3 (telephone Royal 2500 and Royal 6363 (trunks)).

OUTWARD BOUND from Southampton last Thursday, the 51,987-ton liner *United States* steamed down the Solent and past the Needles for the first time and is believed to be the largest liner to have done so.

THE Air Transport Licensing Board have granted approval to Dan Air Services Ltd to operate a scheduled service between Liverpool and Rotterdam.



LT-COL CHARLES EARLE has been appointed secretary general of the International Cargo Handling Co-ordination Association (ICHCA) in succession to Mr W. R. Meldrum who has retired. Since the conception of the idea of ICHCA Mr Meldrum has been directly concerned with its development. Col Earle has had a distinguished military career in the Grenadier Guards. From 1951 to 1953 he commanded the second battalion of the regiment and as senior commanding officer in London he was closely connected with the administration of troops for the Coronation procession.

MR W R RUSSELL has been appointed to succeed Mr Ralph Hodson as general manager of the Shaw Savill & Albion Co Ltd. Mr Hodson has been with the company for nearly fifty years. Mr Russell joined the company in 1929 and served in minesweepers and anti-submarine vessels during the war. He returned to the Australian outward freight department in 1946 and two years later was transferred to the management department, being made an assistant manager in 1950. He was appointed a director of the company in 1959. He was chairman of the Australian Tonnage Committee in 1957.



CARGO HANDLING CHARGES at Suez Canal ports have been increased by 33⅓ per cent to take account of increases in labourers' wages.

A TOTAL of 1,493 vessels, with an overall net tonnage of 15,999,369 tons transited the Suez Canal during August. The daily average of transits was 48.2 units. This compares with 1,517 vessels, totalling 15,381,503 tons net with a daily average of 48.9 units in August 1960.

BRITISH TRANSPORT DOCKS are to provide four new dredging vessels for their Humber fleet which operates at the ports of Hull, Grimsby and Immingham.

THE Cunard liner Caronia has been scheduled to undertake a summer Mediterranean cruise in 1962. The 9,507-miles itinerary will take the *Caronia* to eleven well-known ports in the western part of the Mediterranean and to Ponta Delgada, in the Azores. The cruise starts from, and ends at, New York, and is of 31 days duration.

* * *

THE Council for Scientific & Industrial Research has appointed Dr J. V. Dunworth as deputy director of the National Physical Laboratory, D.S.I.R., in succession to Dr G. Macfarlane, who is shortly to take up the appointment of director of the Royal Radar Establishment, Malvern. Dr Dunworth is at present deputy director of the Atomic Energy Establishment, Winfrith.

MR A. ROBERTSON (managing director, Glenfield & Kennedy Ltd) has been elected chairman of the British Valve Manufacturers' Association for 1961-62. Mr F. Burgess (managing director, Whites-Nunan Ltd) has been elected vice-chairman.

MR PERCY FURNESS has resigned from the board of Thos. & Jno. Brocklebank Ltd.

MR D. W. SMITHERS has been appointed director of dockyards, Admiralty, in succession to Mr I. E. King.

MR C. M. B. BOULTER has been appointed managing director of the Manchester Dry Docks Co Ltd. Mr Boulter has been with the company since 1943, first as secretary, then as director and secretary. Mr Boulter has relinquished his position as secretary and is succeeded in that position by Mr H. Wilcock.

THE Ministry of Transport is offering for sale the Air Ministry salvage and mooring vessel *Rafmoor*, which started life in 1886 as the paddle steamer *Albert Edward II*. Of 172 grt and 120ft long, she was converted in 1928 to a twin-screw motor passenger ship, the *Joybell III*, trading between England and the Channel Isles. She was acquired by the Ministry of War Transport in 1943 and later allocated to the Air Ministry. Owing to extensive modification and repair, little of her original structure now remains. She is at present moored in the Alexandra Dock, Grimsby. Closing date for offers is November 28.



CAPTAIN P. SARGENT, marine superintendent of the Orient Line, has in addition to his present duties been appointed to succeed Capt George Aspinall as P & O-Orient Lines' dock superintendent at Tilbury. Capt Sargent served as a cadet in HMS "Conway". He joined the Clan Line as an apprentice, rising to second officer. His service with the Orient Line started in 1932. He had a most distinguished war service and on his return to the company in 1945 was appointed assistant marine superintendent. He became marine superintendent in 1953.

IN COOPERATION with the Italian shipping firm Linea E. Sperco S.p.A., Trieste, the Koninklijke Paketvaart Mij. N.V., Amsterdam, has opened a new shipping service between ports on the Adriatic Sea and East African ports, which will be carried out by K.P.M. ships. Trieste and Venice will be regularly called at with optional calls at Rijeka of sufficient inducement.

THE INTRODUCTION of hydrofoil boats has proved popular in the coastal traffic in the south-western districts of Norway. Last year a service between Stavanger, Haugesund and Bergen was started, and this summer two new routes have started to operate: one in the fjord district between Bergen and Haugesund, the other in the Ryfylke Fjord, north of Stavanger.

CONSTRUCTION of a 2,000-hp pusher-tug, the biggest yet built by Hungarian shipyards, has begun at the Obuda shipyard in Budapest. It will be powered by two Láng diesel engines of 1,000 hp each.

THE former Cunard liner *Media* is to be renamed *Flavia* when she enters the service of her new owners, Cia. Genovese d'Armamento.

* * *

TWO Southampton-based Cunard liners, *Caronia* and *Saxonia*, are to undergo their annual winter overhauls at Liverpool. The *Caronia* will be at Liverpool from November 26 to January 4, and the *Saxonia's* visit will extend from December 21 to January 15. Also to be overhauled at Liverpool are the *Sylvania* and *Carinthia*. The *Sylvania* will be out of service from December 2 until January 12, and the *Carinthia* between December 30 and January 26. The overhaul programme at Southampton began on October 14 with the *Mauretania*. She will be in port until December 13, while the *Ivernia* will undergo overhaul between December 7 and January 5. The overhaul of the *Queen Mary* and *Queen Elizabeth* will extend from December 12 to March 7. The *Queen Mary* will be given her annual overhaul at Southampton between December 12 and January 25, and the *Queen Elizabeth* from January 24 to March 7.

THE OFFICE of the Director of Ports, Gujarat State, India, controlling among others the ports of Bedi, Bhavnagar and Port Okha, has been moved to the L.D. Engineering College, Navrangpura, Ahmedabad-9.

THE ORDER for the 1450-bhp twin-screw, diesel-electric propulsion installation for the new district tender vessel to be built by J. Samuel White & Co Ltd for Trinity House has been placed with English Electric. The contract is worth over £120,000. This is the fifth set of diesel-electric machinery for these owners which has been entrusted to the company.

THE FIRST of two fast patrol boats for the Federal German Government, *Pfeil*, has been launched at the Portchester, Hampshire, shipyard of Vosper Ltd.

THE U.S. Navy has awarded a contract for the design and construction of a 300-tons hydrofoil research ship. The contract, worth \$11.8 (£4.2) million was awarded to the Grumman Aircraft Engineering Corporation.

John I. Thornycroft & Co Limited

Extract from Chairman's Statement

THE sixtieth annual general meeting of John I. Thornycroft & Co Limited will be held on November 30 in London.

The following is an extract from the statement by Mr John W. Thornycroft, the chairman, circulated with the report and accounts:—

Long term your board are certain that Southampton as a port has a great future, and that the company should participate in the prosperity that must increase year by year. The company's fixed assets, land, buildings and plant, are primarily planned for shipbuilding, engineering and shiprepairing. In valuers' language, they would be called "purpose-built hereditaments". That means that they are not readily convertible to other uses. Nevertheless, some of the plant and equipment is being used for general industrial purposes, despite some disadvantage due to their location in a terminal port area.

Unless facilities and equipment are modernised regularly, the existing assets could very easily become of little value. It must be appreciated that assets are only worth what can be made out of them year by year by obtaining work which results in a profit after all costs have been met. Despite the present depression in the shipbuilding and shiprepairing industry, the board are satisfied that the company must invest additional capital in order to compete with home and Continental shipbuilding and shiprepairing yards. With improved facilities and equipment it is hoped that the hourly paid employees will cooperate and make available their labour on competitive terms with any other port in the world, and not waste the natural advantages that Southampton has as a terminal port. It is believed that a number of shipowners would prefer to use Southampton as a terminal port. The improvement in the roads to Southampton from the Midlands is becoming an important consideration in reducing f.o.b. costs. As more ships use the port, the necessity for more lay-by berths for periodic and major overhauls and repairs becomes more urgent.

REPAIR WORK: During the year we obtained a contract to modernise and air condition P & O liner s.s. *Iberia*. This work was carried out in seventy days to the satisfaction of the owners, and completed on the date specified. The P & O/Orient two new liners s.s. *Canberra* and *Oriana*, which will use Southampton as their terminal port, will be serviced by the company in addition to their other liners calling at the port.

FIFTY YEARS AGO

From THE SHIPPING WORLD of 8 November 1911

The announcement that Messrs. Wm. Doxford & Sons, Sunderland, are preparing to construct Diesel oil engines in their engine works is no less a tribute to their enterprise than it is a testimony to the growth in favour of the new motor. Messrs. Doxford are builders of ocean steamers, and it is evident that they mean to construct oil engines for that class of vessel. That they have determined to do this after very careful study of the whole problem of internal combustion engines is an important and significant fact. It can mean nothing else than that Messrs. Doxford believe that the Diesel motor is suitable for heavy cargo steamers; that, in short, they have faith in its future.

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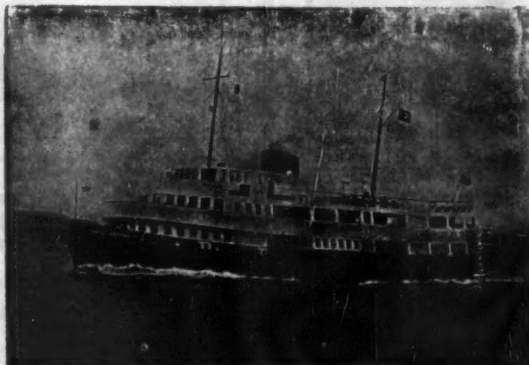
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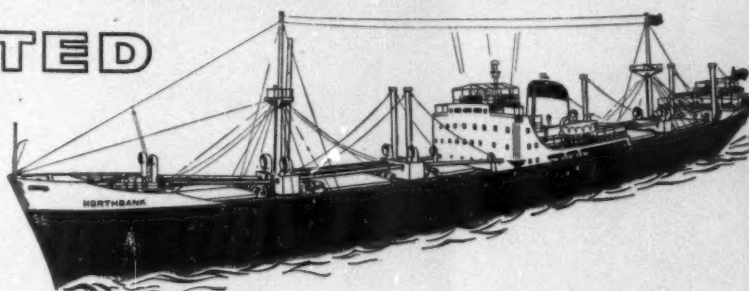
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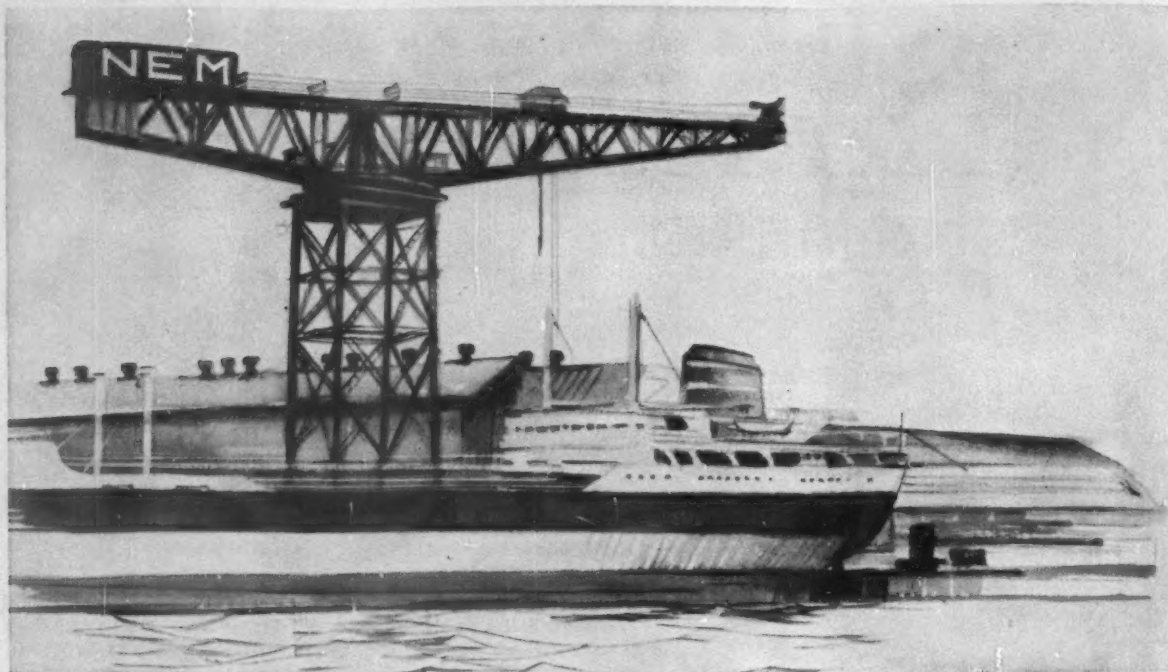
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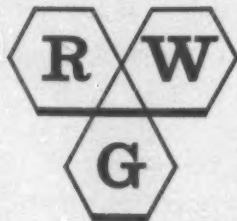
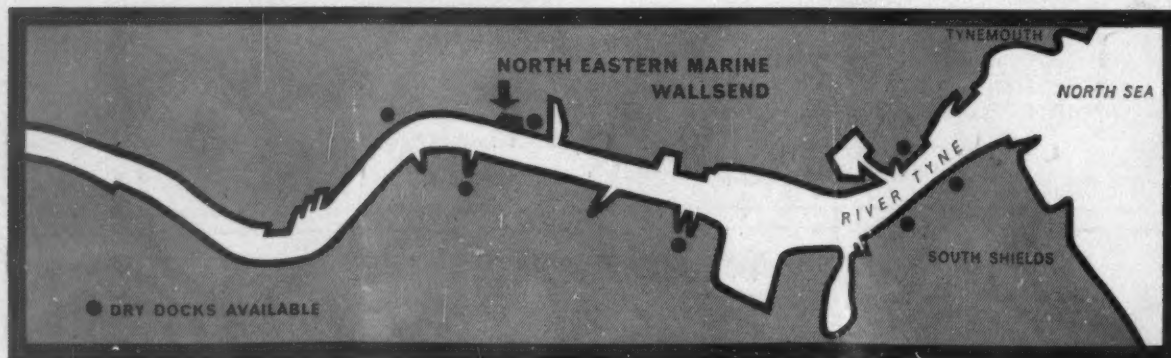
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